

# The Mining Journal

## AND COMMERCIAL GAZETTE.

No. 40.—Vol. II.]

LONDON: SATURDAY, MAY 28, 1836.

[PRICE 7D.]

### SHARES IN MINES, for Sale, by Private Contract.—

1-70th in North Roskear.  
1-180th in Dolcoath Mine.  
1-384th in Trevaeth.  
2-500th in Carn Grey.  
1-200th in the Mold Mine.  
1-240th in Wheal Ellen.  
1-64th in Wheal Union.  
20 in West Jewel.  
20 in Trevorgu.  
1-50th in South Roskear.  
10 Comb Martin.  
For particulars apply, if by letter, post paid, to Wm. TRENBRY, Jun., Mine Broker (from Redruth), at his office, 50, Threadneedle-street, London.  
May 27.

### MINE SHARES FOR SALE IN ST. JUST (in Penwith), &c., Cornwall.

4-64ths in East Levant—now yielding Tin Ore of an excellent quality.  
1-100th in the Morvah and Zennor Mines; and  
3-64ths in the Garnet's Head.  
To treat for the same, apply (if by letter, post paid), to Mr. Jennings, Globe Insurance, Penzance.—Penzance, May 24.

### CRONEBANE COPPER MINES, in the County of Wicklow.

Peremptorily, to close the Estate. By order of the Assignees of Caldwell and Smyth, Bankrupts.  
To be sold by Auction, at the Golden Lion Inn, Dale-street, Liverpool, on Thursday, June 2, 1836, at two o'clock in the afternoon (subject to conditions), ONE HUNDRED SHARES IN THE ASSOCIATED IRISH MINE COMPANY, which comprises the above-mentioned Mines, established under an Act of Parliament, upon which a Dividend of Two Pounds per share was declared and paid for the last year. The Mines are now in full work, the same being let to Messrs. Williams and Co. for the term of about thirty years, commencing in 1833.  
For further particulars, apply to Mr. Chanley, Accountant, Exchange-alley; or, to Messrs. Leigh and Sanders, Solicitors, Bassett-street, Liverpool.  
May 12.

### LANDS, WITH VALUABLE MINERALS.—

To be sold by Public Roop, within the Royal Exchange Coffee-house, Edinburgh, on Wednesday, the 10th day of June next, at two o'clock in the afternoon, if not previously disposed of by private bargain, the Estate of DALEAGLES, lying in the parish of New Cummoch, and county of Ayr. The property consists of about 1146 acres Scots, or about 1449 Imperial acres; whereof about 1076 are fine old hill pasture, partly inclosed, and recently limed; and about 350 acres are arable, capable of bearing any kind of crop, well inclosed and subdivided. The lands are let on leases; the rent being payable partly according to the price of farm produce, and averaging about £370 per annum. There are excellent farmsteadings, and about thirteen acres of thriving plantations on the lands. There is an heritable right to the lands which are valued and exhausted. The public and parish burdens are payable by the tenants, in addition to their rents, and amount only to about £9 17s. 8d. yearly.

There are Coal and Ironstone in the lands, which promise well; also a valuable ore of lead, which has been analysed by Dr. Thomson, of Glasgow, and found to contain 81.06 of pure lead; and, from its situation, it is capable of being wrought at little expense. The projected railway from Carlisle to Glasgow will pass within a few miles of the lands, and coaches to and from these towns pass daily. If desired by a purchaser, a considerable part of the price may remain a burden on the lands.  
For further particulars apply to Messrs. Hunter, Campbell, and Co., W. S., Edinburgh; or to Mr. D. Corran, writer, 60, Landgate-street, Ayr. The tenants will show the lands.

### THE DIRECTORS of the WHEAL BROTHERS MINING COMPANY

herby give notice, that pursuant to the regulations, the Annual GENERAL MEETING will be held on Wednesday, June 1, at the office of the Company, at One o'clock precisely.  
26, New Broad-street.

### NORTH CONSOLIDATED COPPER MINING COMPANY.

—The Scrip-holders are hereby informed, that the FOURTH INSTALLMENT of ONE POUND per share must be paid into the Company's Bankers, Messrs. Barclay, Bevan, and Co., on or before the 10th of June next. All shares on which the said instalment shall then remain unpaid will be liable to forfeiture.  
W. MILLS MIDWINTER, Secretary.  
13, Lombard-street Chambers, Clement's-lane, May 25.

### SOUTH POLGOOTH TIN AND COPPER MINING COMPANY.

Notice is hereby given, that the Directors of this Company have made a call of Ten Shillings per share, which the Shareholders are required to pay, at the office of the Company, on or before the 27th of June next, between the hours of eleven and three. The certificates of shares must be produced, in order that the payments must be recorded thereon. All shares on which the said instalment of Ten Shillings per share is not paid, within one calendar month after the said 27th of June next, will be liable to forfeiture.  
20, Basinghall-street.  
R. N. PADDON, Secretary.

### TRELEIGH CONSOLIDATED MINES.—

Notice is hereby given, that an instalment of TEN SHILLINGS per share, pursuant to the regulations indorsed on the scrip certificates, will become due the 1st of June next. The shareholders are requested to pay the same to the Bankers, Messrs. Vere and Co., Lombard-street; or Messrs. Magor, Turner, and Co., Truro; and all shares upon which the said instalment shall not be paid within fourteen days from the said 1st of June will be liable to forfeiture.  
The bankers' receipts, with the scrip certificates, are to be left at the Company's office, 23, Threadneedle-street, on clear day, that the payment may be certified thereon.  
J. BAWDEN, Secretary.

### NEW SOUTH HOVE MINING COMPANY.—

The present workings on the Mine, under very favourable and improving prospects, call for the further application of funds for the successful prosecution of them. The arrangements for granting a portion of the sett not being so far advanced as was calculated upon, to realise an immediate sum by the purchase-money, the Directors have determined to make a call of Ten Shillings a share, payable within twenty-one days from this date.  
Shareholders are therefore desired to pay into the hands of the Company's Bankers, Messrs. Stone, Martin, and Co., on or before the 15th June next, the amount of Ten Shillings per share on their respective holdings.  
No. 1, Freeman's-court,  
May 24, 1836.  
G. EATON,  
Honorary Secretary.

### NORTH CORNWALL MINING ASSOCIATION.—

Notice is hereby given, that the Annual General Meeting of the Shareholders will be held at the George and Vulture Taverns, St. Michael's-alley, Cornhill, on Monday, the 6th June next, in conformity with the regulations of the Company. The chair will be taken at twelve for one o'clock precisely.  
By order of the Directors,  
GEORGE D. KEOGH, Secretary.  
12, George-yard, Lombard-street,  
May 23, 1836.

### PLYMOUTH IRON COMPANY, MERTHYR TYDVIL.—

Capital £400,000, in 8000 shares, of £50 each.  
PROVINCIAL COMMITTEE.  
Samuel Bosanquet, Esq., W. Mountford Nurse, Esq.  
William Gauson, Esq., Newman Smith, Esq.  
Henry Luard, Esq., T. R. Wilson, Esq.  
BANKERS—Messrs. Bosanquet and Co.  
SOLICITORS—Messrs. Adlington, Gregory, and Co.  
SECRETARY—N. S. Price, Esq.  
Deposit of £5 per share on allotment.  
Applications for prospectuses and shares may be addressed to Messrs. Baxendale, Tatham, Upton, and Johnson, 7, Great Winchester-street, and 24, Lincoln's-inn-fields; or to Messrs. Hill, to Messrs. Adlington, Gregory, Faulkner, and Follett, 1, Bedford-row, solicitors appointed by the Provisional Committee; and the Hon. Secretary, 5, Angel-court, Throgmorton-street.  
It is requisite that those parties who have applied for shares under the prospectus originally issued for the formation of the Company should renew their applications forthwith.  
London, May 20.

### THE AFRICAN POTASH COMPANY.

for the manufacturing of Potash in Africa, and importing the same in its manufactured state into Great Britain.  
Capital £150,000, in 3000 shares, of £50 each.  
Deposit £3 per share, to be paid on subscribing.  
BANKERS—Messrs. Barclay, Tritton, Bevan, and Co., Lombard-street.  
A prospectus of this Company can be obtained on application to Francis Beetham, Esq., the solicitor to the Company, 8, Chatham-place, Bridge-street. No applications for shares will be attended to without the deposits thereon of £3 per share being previously paid to the bankers.  
A. L. KNAPP, Secretary.

### UPTON AND ROBERTS' PATENT SAFETY LAMP.—

The perfect safety of this Lamp has been proved by the chemist, the miner, and a select Committee of the House of Commons, by tests which neither the Davy Lamp, nor any other professed Safety Lamp, could sustain; it can, therefore, be recommended to the Miner as a protection, under all circumstances—there are no exceptions. It is presumed that none will hereafter, by continuing the use of the Davy Lamp, or any other known insecure Lamp, incur the awful responsibility of exposing the lives of their workmen to a dreadful, and now, happily, unnecessary peril. This Lamp gives three times the light of the Davy Lamp.  
Sold by W. Upton and Co., Queen-street, Chopside, London; Mr. Rowley Watson, High-street, Newcastle-on-Tyne; and also by Messrs. TIMOTHY STARRS and Sons, Birmingham, who supply the trade.

### THE MINING REVIEW.

—The forthcoming Number of this work will unavoidably be delayed a few days longer, in consequence of the numerous Wood-cuts required for illustrating several Original Papers; the publication of the MINING JOURNAL (directing its attention particularly to Public Companies) having determined the Editor to render the MINING REVIEW more exclusively devoted to Science, and, so far as is practicable, to render it unique by numerous Engravings and Wood-cuts.

Contents of No. VII. of the MINING REVIEW:  
ORIGINAL COMMUNICATIONS.—On Mining Companies—Descriptive Notice of the Consolidated and United Mines—Comparative View of Celebrated Mines in Europe and America—Parallel between the British and Continental Methods of Copper Smelting—On the Geological Position of Rocks, and on the Separation of Gold from the Ore at Congo, in Brazil—On the System of Amalgamation pursued at the Hacienda of San Pedro Nolasco, in Capatzen—Address.—MISCELLANEA.—NOTICES OF RECENT PUBLICATIONS.—NEW COMPANIES FOR WORKING MINES.—PROCEEDINGS OF PUBLIC COMPANIES.—CORRESPONDENCE FROM MINING DISTRICTS.—APPENDIX.

### THE MINING JOURNAL AND COMMERCIAL GAZETTE.

The only Newspaper exclusively devoted to Geology, Mineralogy, and Metallurgy; combining therewith Reports of the Proceedings of Public Companies, Correspondence from the Mining Districts, Sales of Ores, Prices of Shares, Mines, Railways, Canals, &c., with Parliamentary Summaries, London Gazette, and much original and interesting Scientific Intelligence, &c., is published every Saturday, and may be had of all newsvendors in town and country.  
Office, 12, Gough-square, Fleet-street, London.

### On the 1st of June will be published, Part VIII., price 2s.

### THE ENGINEER'S and MECHANIC'S ENCYCLOPEDIA,

comprehending Practical Illustrations of the Machinery and Processes employed in every description of Manufacture of the British Empire. With nearly Two Thousand Engravings. By LUKE HEWARY, Civil Engineer, Editor of the History and Progress of the Steam-Engine, Register of Arts, and Journal of Patent Inventions, &c.

To be completed in Sixteen Monthly Parts, price 2s. each, forming Two thick Octavo Volumes (the first of which may be had in cloth boards), beautifully and closely printed, with a type cast on purpose for this Work. The Engravings on Wood (about 2000) will be interspersed with the descriptive Letter-press.  
London: Thomas Kelly, 17, Paternoster-row; sold by Simpkin, Marshall, & Co., Stationers'-court, and all other booksellers.

### THE MINING JOURNAL, and the Provincial Papers from

every County, also Scotch, Irish, Gloucester, and Jersey, &c., are regularly filed at DEACON'S COFFEE HOUSE and General Advertising Office, 3, Walbrook. Advertisements promptly transmitted to the Country Papers without extra charge. A printed list of the Newspapers may be had.

### BURTON-UPON-TRENT AND LEICESTER UNION RAILWAY.

To unite with the Ashby-de-la-Zouch Canal and Railway, the Birmingham and Derby Railway, and the Manchester South Union Railway.

PROVINCIAL COMMITTEE.  
John Webb, Esq., Burton-upon-Trent; Wm. Woolton Abney, Esq., Measham Hall, Dempsie Hemming, Esq., Caldecote Hall, Robert J. Peel, Esq., Burton-upon-Trent; John Manumatt, Esq., Ashby-de-la-Zouch; Wm. Daniel, Esq., Burton-upon-Trent; Michael T. Bass, Esq., Burton-upon-Trent; Wm. Worthington, Esq., Burton-upon-Trent; J. S. Needham, Esq., Hinckley.

With power to add to their number.  
BANKERS.—Burton-upon-Trent—Messrs. Burton, Webb, Peel, and Co. Ashby-de-la-Zouch—The Leicestershire Banking Company. Leicester—Messrs. Pares's Leicestershire Banking Company. Hinckley—Messrs. Hemming and Needham.

STANDING COUNSELLOR FOR THE RAIL—W. T. S. Daniel, Esq.

SOLICITORS.—Burton-upon-Trent—Messrs. Fowler and Richardson. Ashby-de-la-Zouch—Mr. Peter Fearhead.

ENGINEERS—Messrs. Twigg and Woodhouse, Ashby-de-la-Zouch. CONSULTING ENGINEER—George Stephenson, Esq.

Capital £300,000, in 3000 shares of £100 each. Deposit £2 10s. per share, on being admitted a shareholder; and £2 10s. per share on the 15th of January next.

Application for shares, in the following form, to be made to the respective Banks, or by letter (post paid) to the solicitors.

TO THE PROVINCIAL COMMITTEE OF THE BURTON-UPON-TRENT AND LEICESTER UNION RAILWAY.

Gentlemen,—I request to become a subscriber for shares in this undertaking, and agree to take such shares as shall be allotted to me, and to pay the deposits thereon, in conformity with the prospectus, dated 13th of April, 1836, and to execute the parliamentary contracts and subscribers' agreement, as and when I shall receive notice so to do.

I am,  
(The Christian and Surname, with date and address, to be signed by the applicant.)

### ST. GEORGE'S HARBOUR AND RAILWAY COMPANY.

Capital £1,000,000, in shares of £50 each. Deposit £1 per share.

DIRECTORS.  
Thomas Atwood, Esq., M.P. George Parkin, Esq.  
Joshua Schofield, Esq., M.P. William Jones, Esq.  
Thomas Hawks, Esq., M.P. David Scott, Esq.  
Alderman Humphrey, Esq., M.P. Robert Grundy, Esq.  
Alderman Harris, Esq., M.P. Richard Cook, Esq.  
William Murray, Esq., Civil Eng. V. C. Kemble, Esq.  
J. H. Waldock, Esq. Captain J. M'Arthur Low, R.N.  
John Murray, Esq. John Kiddell, Esq.  
Captain James Ferguson. J. F. Frowe, Esq.  
George Webster, Esq.

With power to add to their number.  
TRUSTEES.  
John Masterman, jun. Esq. | K. Kennard, Esq. | J. Wooley, Esq.

BANKERS.—London—Messrs. Messers, Peters, and Co. Birmingham—The Birmingham Banking Company.

ENGINEER FOR THE HARBOUR—William Shutt, Esq.

ENGINEERS FOR THE RAILWAY—Messrs. Galloway and Son.

SUBSCRIBERS—Mr. Robert Cook and Mr. Benjamin Staley.

SOLICITORS—Messrs. Walsdale, Keightley, and Parkin, 41, Chancery-lane, London; Mr. Thomas S. Smith, Liverpool.

The object of this Company is to form an Asylum and Commercial Harbour between the great Little Ormes Heads on the coast of North Wales, communicating by a Railway through Flint, Chester, &c., with the Grand Junction Railway between Liverpool and Birmingham.

By means of a Pier, extending from the great Ormes Head, made at a reasonable outlay, the material being on the spot, a most magnificent and spacious harbour will be formed; which, as a comparatively free commercial port, will possess immense advantages, besides avoiding the expensive and dangerous approach to the Mersey.

As an asylum harbour for the shipping of Liverpool, it will also be of incalculable value, as, from its situation, depth of water, and safe anchorage, vessels of the largest size, in all weathers, and at any time of tide, may run in and anchor in safety. It will be the most direct communication between Dublin and London, and must eventually become the Irish and American packet station.

Applications for shares to be made (post paid) at the Company's offices, 1, Copthall-buildings, where prospectuses may be had.

### PLYMOUTH AND PADSTOW RAILWAY, with a BREAK-WATER at PADSTOW.

At a Meeting of the Merchants, Tradesmen, and Inhabitants of the town of Padstow and its neighbourhood, held at the Commercial Hotel, Padstow, the 10th day of May, 1836, pursuant to public advertisement.

THOMAS RICKARD AVERY, Esq., of Boscawen, in the chair.

It was unanimously resolved,

1. That in the North Coast of Cornwall a safe harbour is indispensable.

2. That the erection of a Break-water on the Dunbar will make the Harbour of Padstow the only safe, the most commodious, and most easy of access of any that can possibly be made on this coast.

3. That the intended course of this Railway will pass through, and near, a considerable number of mines, as well as the most valuable slate and granite quarries in the United Kingdom, and which will very considerably augment the revenue of this undertaking.

4. That at Padstow there is a bed of sand, in quantity and quality equal to any in this kingdom, and at Plymouth an inexhaustible supply of limestone.

5. That it is the opinion of this meeting that the measure taken over the proposed Railway will exceed in amount of tonnage the quantity of any one article conveyed over any one railway in the United Kingdom.

6. That its security, convinced of the great public utility of the above undertaking, and of its security as a remunerative investment, hereby pledges itself to use every influence and exertion in the promotion of the same.

7. That, as the completion of the above undertaking is an object of the first importance, and fraught with an incalculable benefit to a very large portion of the Eastern Division of the County of Cornwall, the Members of this Division of the County are hereby respectfully requested to maturely consider the objects contemplated by this meeting, and the very superior eligibility and spacious accommodation which Padstow will then present, as the only safe and accessible, as well as most spacious, harbour for all classes of shipping trading in, or frequenting, the Bristol Channel.

8. That a copy of these Resolutions, together with a Prospectus and a Report, be sent to the members of the Eastern Division of the County.

9. That a vote of thanks be given to Mr. George Abbott for the great exertion he has used, and the readiness with which he has come forward to support this undertaking.

10. That these Resolutions be published.

(Signed) J. R. AVERY, Chairman.

The Chairman having left the chair, a vote of thanks was unanimously carried for his labours and able conduct.

Padstow, May 23, 1836.

### THE HAYLE RAILWAY COMPANY.—

Office, Rectory House, London-wall.  
Notice is hereby given, that at a Meeting of the board of Directors of the Hayle Railway Company, held at the Offices of the Company, as above, on Wednesday, the 27th day of April, 1836, it was resolved unanimously, that a CALL of TEN POUNDS per share be now made payable, by two instalments—viz. £5 per share on or before the 25th of May next, and the remaining £5 per share on or before the 25th of June next; the same to be paid to Messrs. RAYMOND and CO., the bankers of the Company.  
HENRY ENGLISH, Secretary.  
27th April, 1836.

### ST. MARYLEBONE BANK, on the SCOTCH SYSTEM.—

Capital £1,000,000, in 40,000 shares of £25 each. Deposit £1 per share.  
The number of shares necessary to constitute the Company having been applied for, premises in a central situation have been engaged, which are in a course of preparation for the purpose of carrying on the business.  
Applications for the remaining shares must, until further notice, be addressed, post-free, to Alfred Robinson, Esq., 17, Orchard-street, Portman-square.

### RIVER INDUS STEAM NAVIGATION COMPANY.—

Capital £250,000, in 5,000 shares of £50 each.  
Ten per cent. per share to be paid on allotment, and Twelve and half per cent. on contracts for the building of the vessels being entered into.

DIRECTORS.  
The Right Hon. W. T. Copleand, M.P. | John Green, Esq.  
Lord Mayor | Samuel James Capper, Esq.  
John Pirie, Esq., Alderman | George Adam, Esq.  
Frederick Huth, Esq. | John Bibby, Esq., Liverpool

BANKERS—Messrs. Glyn, Halifax, Mills, and Co.

SOLICITORS—Messrs. Freshfield and Co.

SECRETARY—George Adam, Esq. pro tem.

The object of the Company is to connect Bombay with the upper provinces of British India and Central Asia generally, by establishing a line of steam packets upon the River Indus and its tributaries.

Application for shares and prospectuses to be made at the Company's offices, 3, Adam's-court, Broad-street.—No application for shares will be received after Saturday, the 25th of May.

### MIDDLETON HILL MINING COMPANY, MONTGOMERYSHIRE.

Capital £10,000, in 2000 shares of £5 each.

MANAGING DIRECTORS.  
J. H. Waldock, Esq., Birmingham.  
David Scott, Esq., Flint.  
Edward Davies, Esq., Wrexham.  
John Ferguson, Esq., Ty y Fron, near Wrexham.

SOLICITOR—Mr. Thomas Seddon Smith, Liverpool.

The mines intended to be worked by the proposed Company are situated in Montgomeryshire, near extensive lead mines in the vicinity, and surrounded by a mineral country, extensively and profitably worked, and within a few miles of the River Severn, which affords great facilities of transport. They are held under lease.

The extent of the mining grounds exceed 800 acres; and the royalties are moderate, being 1-12th of the produce. These mines have been partially worked for the last seventy years; and they lay dry, a level having been driven at a cost of upwards of £20,000 by former lessees, which frees them from water to a depth of 80 feet. The present lessee, from a want of adequate capital, is not able to work them to advantage, and he proposes to assign the lease to a company, he being paid for buildings, and such materials as may be useful for carrying on the works. He will also continue the mining management, at such salary and for such time as the Committee may think fit.

The minerals consist of lead, copper, silver, cobalt, zinc, manganese, and arsenic, with the usual accompanying earths; barites, felspar, for pottery, body, glass, and cement; also, felspar decomposed in clay for making china, and lime for furnaces. From the Potteries there is an extensive demand for spar, and the present prices of lead and other products of the mines promise to yield large returns to subscribers in the proposed Company, considering the comparative cheapness with a legitimate and lucrative investment.

It is presumed that about £2000 will be sufficient to bring the mines into profitable operation; but, as adjoining lands can be had on advantageous terms, in order to enable the Company to carry on the works effectually, and on a more extensive scale, it may be deemed advisable to take a lease of, or purchase a, such property. It has therefore been considered by the promoters better to make the capital £10,000, in 2000 shares of £5 each, subject to the terms of the deed of association of the Company.

Applications for shares, post paid, must be made in writing, stating name, address, and profession, to Mr. Thomas Seddon Smith, solicitor, 26, North John street, Liverpool; Messrs. Smith and Dunn, solicitors, 23, Southampton-buildings, Chancery-lane; and Mr. John W. G. Dalton, 46, Lime street, London.

### BLAENAVON IRON AND COAL COMPANY.—

Capital £400,000, to be raised in shares of £50 each.

DIRECTORS.  
James Ashwell, Esq. | David Lewis, Esq., M.P.  
Pascoe St. Leger Grenfell, Esq. | John Masterman, jun., Esq.  
Thomas Hill, Esq. | W. U. Sims, Esq.  
Robert William Kennard, Esq. | George Thomas, Esq.  
Francis Warden, Esq.

BANKERS—Sir James Esdall and Co.; Messrs. Masterman, Peters, and Co.

SOLICITORS—Messrs. Hall, Thompson, and Rowell, Salford-hall.

The reputation of the Blaenavon Iron, and the well-known success of these Works, during a period of forty years, sustain for this undertaking the character of a legitimate and lucrative investment.

The property, containing about 12,000 acres leasehold, and 400 acres freehold, comprises one of the largest and most productive mineral estates in South Wales. There are five furnaces, with all their subordinate works and buildings, 470 workmen's houses, and a forge and mill.

Of the leasehold estate about one-fourth is underlet to two neighbouring Iron Works, on lease, at a rental which, with the rents received for houses and the surface lands of the remaining portion, leaves the Blaenavon property, purchased on behalf of the Company, free of rent and royalty.

The furnaces are producing after the rate of 18,000 tons of pig iron per annum, and the forge "turns out" 100 tons per week of the best bar and cable iron. There is also a profitable coal and lime trade, unconnected with the market for iron.

An investigation of the books, showing the profits of the concern during a period of extreme depression and difficulty, and a calculation based upon the price of iron for fifteen years (since 1821), justify a confident expectation of annual dividends of ten per cent. (without reference, in such calculation, to the continuance of the present large profits. Should, however, the prosperity of the iron trade continue, a much larger dividend will be realised.

The pounds per share will be required at the time of appropriation, and the remaining according to the decision of the Directors; but it is not intended that above £40 per share shall be called for.

The shareholders will be entitled to the profits from Midsummer next, and a dividend declared at Christmas, 1836.

Applications for shares (post paid) may be made in writing to James Ashwell, Esq., at the temporary office of the Company, No. 4, Adam's-court, Old Broad-street, where prospectuses, with additional information, may be obtained.

### SOUTH TOWAN, ROSE ANN, and WHEAL LYDIA CONSOLIDATED COPPER AND TIN MINES, situated in the parishes of Illogan and St. Agnes, in the county of Cornwall.

Capital £61,000, in 10,000 shares of £6 each. Deposit £2 per share.

LONDON BANKERS—Messrs. Stone, Martin, and Stone, Lombard-street.

LIVERPOOL DO.—Northern and Central Bank of England.

TRURO DO.—Messrs. Williams and Co., Miners' Bank.

South Towan and Rose Ann mines are situated in the parish of St. Agnes, and Wheal Lydia in the parish of Illogan, in the county of Cornwall; in a rich mining district, and adjoining, or surrounded by, the productive mines of Great Wheal Towan, United Hills, Wheal Ellen, Wheal Charles, and Wheal Sparrow.

The united mines of South Towan, Rose Ann, and Wheal Lydia, together nearly a mile in length, contain four large copper and tin lodes, which are comprised in a parallel between the mines of Great Wheal Towan and the United Hills: the former of which profited nearly £200,000, and the latter, now in course of working, yields a profit to the proprietors of £800 per month.

As a circumstance highly favourable to the prospects of these Mines, it may be stated that the principal part of the ore raised from the adjoining Mines was found between two courses, distant from each other about 200 fathoms, intersecting the lodes nearly at right angles, and including the same length on all the lodes of the South Towan Course. Of these, only one has been explored below the depth of the adit, where it has yielded already considerable quantities of Copper and Tin. Between these cross-courses in the adjacent mine, Great Towan, the profits included to were realised, and in precisely the same situation the United Hills are now profiting £800 per month.

The engine-chest is sunk to the depth of sixty-four fathoms below the adit, and a certain cut is provided to intersect the lode at that level; the upper levels have been, and are still, productive, the ore containing in depth, and the mine yielding regular monthly returns. All the buildings requisite for the Mine are completed and in good condition. An Engine-House with Steam-Engine of 40-horse cylinder, completed and in full work, with pump, pit-work, &c., stand in the engine-chest; all in excellent order and in full operation. A powerful water-wheel for pumping, and other hydraulic machinery for stamping or reducing ores, with floors, &c., &c. complete—Smith's and Carpenter's Shop, Black, Barracks for Miners, Coopers, house, train, implements, whips, ropes, capstans, chucks, and materials of every description.

The Directors confidently anticipate no further call beyond the present amount will be required, and that the proceeds of the Mines will enable them to declare a dividend within the ensuing year.

Application for shares to be made to the Secretary, 156, Regent-street, or to Mr. Henry Trille, 19, Austin-frars, London; Mr. James Boskewick, Boston; or Mr. Henry Lucas, 174, Dale-street, Liverpool.—Prospectuses may be had of the Secretary or agents, and specimens of the Ore may be seen at the office of the Company.

Office, 156, Regent-street, May 28.

THE IRISH EASTERN AND WESTERN, OR GREAT CENTRAL RAILROAD FROM DUBLIN, BY ATHLONE, TO GALWAY.

Capital £1,200,000, in shares of £25 each. Deposit £2 per share.

Directors: Lord George Lennox, M.P., Henry Alexander, Esq., Thomas Healy, Esq., Andrew Henry Lynch, Esq., M.P.

Bankers: Messrs. Smith, Payne, and Smiths, London; Messrs. Lathouche and Co., Dublin.

Secretary in London: James Mitchell, L.L.D., F.G.S., &c., 36, New Broad-street.

This railroad across the centre of Ireland, from Dublin to the Atlantic, will afford great facilities for trade, both foreign and domestic.

This great national undertaking is supported by the principal nobility, gentry, and mercantile persons along the proposed line of road.

And the grand jury of the county of Galway have petitioned the House of Commons to be at liberty to assist the county in support of the undertaking.

Applications for shares (if by letter, post paid) will be received by the Secretary, 26, New Broad-street, and, for the present, by the Messrs. Liversays, the solicitors, in Dublin.

LONDON AND BIRMINGHAM CANAL.—CAPITAL—THREE MILLIONS.

In Shares of £100 each—Deposit £2.

Provisional Committee: Chairman—Francis Downing, Esq. Deputy Chairman—Francis Finch, Esq.

Addison, John, Esq. Wednesbury. Bossert, John Dolin, Esq. Leighton Buzzard.

Badger, Thomas, Esq. Dudley. Bagwell, John, Esq. West Bromwich.

Barber, John, Esq. Wolverhampton. Bradley, Richard, Esq. Tipton.

Bullcock, Edwin, Esq. West Bromwich. Cobb, J. K., Esq. Banbury.

Cottrell, Thomas, Esq. Birmingham. Chance, Robert Lucas, Esq. Smethwick.

Chance, William, Esq. Birmingham. Dixon, Edward, Esq. Dudley.

Foster, James, Esq. Stourbridge. Gibbins, Joseph, Esq. Birmingham.

Groveley, Richard, Esq. Meriden. Groat, Joseph, Esq. London.

Hawkes, Thomas, Esq. M.P. Himley. Haines, Richard, Esq. West Bromwich.

Hunt, Thomas Yate, Esq. Brades. Ingleby, Rupert, Esq. Manchester.

Lampert, Wm. Lionel, Esq. Leamington. Lucy, George, Esq. Chertsey Park.

Mollett, John Lewis, Esq. Birmingham. Mason, James, Esq. Birmingham.

Molineux, C. Henry, Esq. Dudley. Piercey, J. Edwards, Esq. Edgbaston.

Potter, P. Esq. Gorway-house, Walsall. Robins, William, Esq. Stourbridge.

Ryland, Samuel, Esq. Warwick. Richards, Theophilus, Esq. Birmingham.

Round, John, Esq. Sedgley. Scott, Robert, Esq. Stourbridge.

Shorr, Joseph, Esq. Birmingham. Sparrow, W. H., Esq. Wolverhampton.

Scholefield, J., Esq. M.P. Birmingham. Smith, Richard, Esq. London.

Williams, Walter, Esq. Handsworth. Williams, Philip, Esq. Tipton.

Webb, John, Esq. Burton-upon-Trent.

Solicitors—Messrs. Ingleby and Wragge, Birmingham; Messrs. Baxendale, Tatham, Upton, and Johnson, 7, Great Winchester-street, London; Messrs. Wilson, Bell, and Stewart, 35, Lincoln's-inn-fields, London.

Consulting Engineer—James Walker, Esq. F.R.S.L. and E., London.

Resident Engineers—James Green, Esq. Exeter; John Thomas, Esq. London.

Surveyor—Mr. Dugdale Houghton, Birmingham.

Bankers—Messrs. Taylors and Lloyds, Messrs. Mollett and Son, Birmingham; the Birmingham Banking Company; Messrs. Dixon, Dalton, and Co., Dudley; Messrs. Bassett and Grant, Leighton Buzzard, and Newport Pagnell; Messrs. Cobb and Co., Banbury; the District Bank, Manchester; Messrs. Hankey and Co., 7, Fenchurch-street, London; Messrs. Vere, Bapte, Banbury, Muspratt, and Co., 77, Lombard-street, London.

Conditions: 1. The Act of Parliament will provide that no person shall be responsible beyond the amount of his Shares.

2. Deposit of £2 per Share to be paid, and no further call will be made till the Act be obtained.

3. The Deposit shall be available to the necessary expenses of the undertaking.

4. Interest at the rate of 3 per cent. will be allowed on the calls, until the completion of the Canal.

5. Calls will be made after the Act is obtained, by Quarterly payments of £6 5s. per Share.

Prospectus: Of a line of Navigation from Birmingham to London, commencing at the Stratford-on-Avon Canal in Warwickshire, and ending at the Regent's Canal, London; to be called THE LONDON AND BIRMINGHAM CANAL NAVIGATION.

TRUBO and ST. AGNES, ST. CLER, and LINBEARD RAILWAY COMPANY.

Notice is hereby given to the applicants for shares in this Company, that the Prospectus has been delayed in order to consider an important addition to the original plan, at the representation of an influential party in the county; and that the Directors are desirous of securing every advantage to the Company, a short time further will elapse in making the additional surveys thus rendered necessary.

By order of the Directors. NEVINS COMPTON, Secretary. 48, Old Broad-street, May 24.

THE UNITED KINGDOM BEET-ROOT SUGAR ASSOCIATION.

Capital £250,000, in 10,000 shares of £25 each—Deposit £2 per share.

Directors: William Cruikshank, Esq., Alderman Humphrey, M.P., Sir Francis Desanges, Esq., Augustus Wm. Hillary, Esq., J. Davis, Esq., Juston Homfray, Esq., R. D'Israeli, Esq., Major James Martie.

Secretary—Joseph Wells, Esq. Bankers—Messrs. Wright and Co. Solicitors—Messrs. Pyle and Richards.

The object of this association is to manufacture sugar from beet-root, by a patented apparatus and process imported from France, where they have been in full and successful operation in the largest sugar manufactory.

The depressed state of the agricultural interest, the high price of sugar, and the success attendant upon the production of beet-root sugar in France and Germany, have led to the formation of this association.

During the last year, the consumption of sugar far exceeded the importation, and therefore greatly reduced the stock, and no increased importation can be calculated upon, there is reason to believe that the increasing consumption will shortly exhaust the remaining stock.

It may be confidently anticipated that the returns of profit will far exceed any that have accrued from any public enterprise which has been for many years prosecuted by a joint stock co-operation.

THE LIVERPOOL COTTON-TWIST AND POWER-LOOM CLOTH COMPANY.

Capital £500,000, in 50,000 shares, of £10 each. Deposit 2s. 6d. per share.

The calls may be required. Solicitor—Joseph Malahy, Esq., Liverpool.

It has long been matter of surprise, that no branch of the Cotton manufacture has been established at Liverpool. It possesses all the advantages and facilities enjoyed by Manchester, or any part of the extensive district over which the manufacture is spread.

The extent of steam-power that may be obtained at Liverpool is unlimited; it is equally well (if not better) supplied with fuel, and is more intimately connected with the iron districts than any part of Lancashire or Yorkshire; and these are admitted to be three main requisites which combine to fix the principal seat of the cotton manufacture in the north-western part of England.

Liverpool has, moreover, a large and rapidly increasing population; for a vast number of women, especially the youth of both sexes, the town affords no beneficial employment, while even children, who can do nothing else for a livelihood, and who are a burden to the poor-rates, may be profitably employed in a cotton factory.

In Manchester and the surrounding district, on the contrary, there is at this moment a great want of hands to supply the urgent demands for completing the extensive orders already received; and it may be fairly stated, that in general the supply of hands in the cotton factories is inadequate to the demand.

Applications for shares to be made, under seal (post paid), addressed to "The Provisional Committee," at the office of Messrs. Sudlow, Brothers, sharebrokers, 13, Copthall-court, Throgmorton-street, London; or to Mr. James Wetenhall, stock and sharebroker, 13, Copthall-court, Throgmorton-street, London; of whom prospectuses and blank forms of applications for shares may be obtained.

HAYLE AND PENZANCE RAILWAY COMPANY.—Capital £50,000, in 10,000 shares at £5 each.—Deposit £1 per share.

To be incorporated by Act of Parliament. Bankers: Messrs. Hoase, Grenfell, and Co., Penzance, Cornwall. Sir James Esdaile and Co., London.

Provisional Committee: William Cornish, Esq., Marazion. Wm. Tyacke, Esq., merchant, Marazion. T. P. Gurney, Esq., ditto. Ambrose Axley, Esq., ditto.

John Vivian, Esq., ditto. Captain Henry Francis, Manager of W. G. Congdon, Esq., ditto. Wheel Virgin Mine. Thomas Lean, Esq., merchant, ditto. Captain William Francis.

Engineers—Samuel Moyie, Esq., and Mr. Samuel Grose. Surveyor—Mr. J. H. Rutger. Messrs. Bennett and Paul, 30, Bucklersbury, London. Mr. R. E. Tippet, Marazion, Cornwall.

The object of this Company is to make a railroad from the port of Hayle, in the county of Cornwall, through the great mining district of St. Erth, St. Hilary, and Ludgvan, in the town of Penzance; where, in connexion with the proposed improvement of the harbour, the terminus may be rendered most desirable and convenient.

It is further intended to carry a branch of the same road to the mines of Wheel Virgin, Godolphin, Great Work, and the Wheel Vor Consolidated Mines, and with another branch from Wheel Darlington Mine, to the town of Marazion.

The road will pass through a valley in every respect found and fitted to the undertaking; ten-twelfths of the entire distance may be stated as level; and there is in no part an inclination of more than one in fifty. The land also, for eleven-twelfths of the distance, is of the coarsest description; and no part of the proposed lines interferes with public roads, rivers, buildings, or property, to cause either a private or public inconvenience.

The profits likely to accrue to the Shareholders from the carriage of materials and ores, to and from the different mines on the road, will be great, as will appear from the following authentic report:—

Table with 3 columns: Item, £, s. d. The Great Wheel Fortune Mine paid for the carriage of coals alone, from the port of Hayle, from the 1st of February, 1855, to the 31st of January, 1856, the sum of 1782 9 5. For other materials 220 0 0. The Great Working Mine 358 6 5. Penberthy Crofts, Wheel Friendship, Gwallon and Owen Veau ditto 2400 0 0. Wheel Virgin 87 0 0. Carriage of copper ores 240 0 0. Marazion mines, carriage of materials 208 13 10. Carriage of copper ores 192 0 0. Wheel Darlington, carriage of materials 210 13 0. Carriage of copper ores 84 0 0. Total £3783 2 8.

The Great Wheel Fortune Consolidated Mines are yet in their infancy, but when they are in full course of working it is calculated that 1000 tons of copper ore will be raised every month, the value of which would be carried on this line of road.

The same observation will apply to Wheel Leeds, Woolia, Wheel Noble, Wheel Osborne, Wheel Gilbert and Nanjenkin, Great Godolphin and North Godolphin Mines, from which ores to the extent of 700 or 800 tons per month may be expected.

There are several other extensive mines about to be set at work, all bordering on the line. It may, therefore, be fairly presumed, that by the time this road is completed, the carriage of materials and ores to and from the mines mentioned in this prospectus, will amount annually to between £5000 and £9000.

THE BRITISH CHANNEL HARBOURS RAILWAY.

On the Hampshire, Dorset, and Wiltshire coasts, from Portsmouth Harbour, and Totton to Ramsgate inclusive; forming a line of direct rapid intercommunication of those parts with each other, and effecting a grand junction with the Metropolis and the Port of London with the Ports and Harbours of the Continental Coast, and an immediate and comprehensive line of transit to the Great Railroads throughout England.

Capital £1,500,000, in shares of £50. Deposit £2 per share. The further prospectus and plans are now ready for delivery.

Applications for shares and the prospectuses to be made by letter, post paid, to the solicitors, Francis Beetham, Esq., 8, Chatham-place, New Bridge-street, Blackfriars; or George-Francis Cooke, Esq., 8, Raymond-buildings, Gray's-inn.

EAST AFRICAN COMPANY, for Trading and Founding Settlements, and promoting Civilization, chiefly on the South-Eastern Coast of Africa.

Capital £3,000,000, with power to increase it to £5,000,000, in 60,000 Shares of £50 each. Deposit £2 10s. per Share. Preliminary prospectuses may be obtained at the temporary offices of the Company as under.

A detailed prospectus, containing the names of the Provisional Committee of Direction, with a Map accurately laid down from the recent Government, and other exploratory Voyages, will be issued in a few days.

The Report of the Provisional Committee, and a valuable Memoir on the vast natural and commercial resources of Eastern Africa are already printed, and will be issued with the detailed prospectus.

Local Committees will be immediately formed in several of the principal provincial districts, to aid in the proper allotment of the shares reserved for the same, and to advance the various important interests opened by this Company to the manufacturing interests in particular.

The leading principles regulating the constitution of the Company are— 1. The Shareholders will be effectually guarded from individual responsibility by a carefully drawn Deed of Settlement, which has been expressly prepared by the most eminent legal talent, and by which the Company will be regulated till the Act of Incorporation is obtained.

2. The Directors will be elected by the Shareholders. 3. Full publicity will be given to every stage of the Company's affairs. 4. Not more than one call (if any) will be made till accounts are received from the various parts of the country, and no subsequent calls will be made at a less interval than three months, exclusive of 21 days' notice.

Application for shares, properly authenticated, may be forwarded to the temporary offices of the Company, 4, Adam-street, Adelphi.

GREAT LEINSTER AND MUNSTER RAILWAY.—Second Extension terminating at the City of Limerick.

Length from the main trunk about seventy-five English miles. Capital £1,000,000, to be raised in 10,000 shares, of £100 each. Deposit £2 10s. per share. No call to exceed £10 per cent., and three months to intervene between each call.

No shareholder to be liable beyond the amount of his subscription. The Provisional Committee have now the satisfaction of announcing to the public the prospectus for the completion of this very important branch of their railway.

In the prospectus already before the public for the first extension of their line from Dublin to Kilkenny, the great importance of this second extension is referred to as being one of the principal branches contemplated by the original promoters of the Leinster and Munster Railway.

This second extension is to effect a perfect line of communication by railway from the capital of Ireland to the city of Limerick; and it is proposed to branch from the Main Trunk, at a distance of about thirty-three miles from Dublin, to the city of Limerick, in an extent of district, with a population of 90,000 inhabitants; and is the first in extent of the production of the soil; is a rich and fertile country, with a river-coast of 120 miles, commanding the counties of Limerick, Clare, and Kerry; and a steam navigation for upwards of 200 miles inland.

This railway will traverse a populous and productive portion of the country, passing near to the towns of Stradbally, Maryborough, Borris in Ossory, Roscrea, and Nenagh (all at present dependent on land carriage only).

This present extension, however, rests its claim for public support not only upon the favourable nature of the country through which the line will pass, whether viewed in reference to population or produce, but also upon the peculiar advantages which must result from the establishment of a direct railway or communication between Dublin and its chief western port.

The position of Limerick is well known. It is situated on the banks of the Shannon—it presents a terminus to which the navigation of that noble river will bring the various productions of the ten counties through which it passes for an extent of more than 200 miles.

The falls of the Shannon, within a distance of ten miles of Limerick, give nearly 100 feet water-power, which can be made, at little expense, available to all manufacturing purposes, and the population of the country will supply any demand for labour.

A calculation has been made by which the annual profit of the undertaking has been estimated at ten per cent., in which no reference has been made to the conveyance of mails, posting, private carriages, military and naval stores, &c., nor to the prospective advantages which would ensue if this port be selected as a packet station by the Government, with the increase of passengers from Great Britain to America.

This undertaking has the approbation and support of the Chamber of Commerce of Limerick, who view the establishment of a railway communication between Dublin and Limerick as highly beneficial to the trade, agriculture, and general interests of Ireland.

For further detailed particulars the Committee refer to the Prospectus published with reference to this branch of the Railway, which may be had at the Railway Offices, 42, Cornhill, London, and 3, College-green, Dublin; or at the offices of Matthew Barrington, Esq., in Dublin and Limerick; or Messrs. Fladgate, Young, and Jackson, 12, Essex-street, Strand, London, solicitors to the Company.

THE DURHAM COUNTY COAL COMPANY.—Capital £500,000, in 10,000 Shares, of £50 each.

HONORARY DIRECTORS: The Right Hon. the Earl of Shaftesbury, Kipin Park. John Bowers, Esq., M.P., Streamham Castle. William Hutt, Esq., M.P., Gisbide. Warren Maude, Esq., Greenbank, Darlington. Gerard Salvin, Esq., Croxdale.

DIRECTORS: John Blacket, Esq., London. E. M. Noble, Esq., London. John Price, Esq., ditto. J. S. Stices, Esq., ditto. Charles Barrett, Esq., Darlington. John Barr, Esq., ditto.

With power to add to their number. TREASURER—John Labouchere, Esq. Solicitors—Messrs. Stokes, Hollingsworth, and Tyerman, London; Thomas Whelton, Esq., Barnard Castle; George Allison, Esq., Darlington.

BANKERS—Messrs. Williams, Deacon, and Co., London; and the Darlington District Banking Company, Darlington. SECRETARY—William Bedford, Esq. Trustees and Auditors to be hereafter named.

PROSPECTUS: At a time when the capital of the country has been so liberally applied through the medium of Joint-Stock Companies in promoting objects of great public interest and national utility, it is singular that no such measure has yet been adopted for supplying, under more favourable circumstances than at present exist, an article of such general and important use as coal. The vastly increased consumption which of late years has taken place in large towns lying out of the coal districts, and more especially in the metropolis, renders it an object of the first importance that these places should have the advantage of being steadily supplied not only with a sufficient quantity, but that also of the best quality, and under the most favourable circumstances.

It is a well-ascertained fact that many of the coal mines in Northumberland, upon which the public have been hitherto mainly dependent, are now nearly exhausted, at least so far as regards their capability of supplying the better description of coals, and it therefore becomes important that consumers should not be reduced to the necessity of deriving their supply from that or any other quarter where inferior coal is only to be had when ample resources are in existence for providing an efficient supply with greater advantage.

In the Southern Division of the county of Durham, in particular, extensive fields of coal of the very best description are found to exist, which as yet have been but partially worked; but it has now been determined to conduct several of these upon a system of more extended operation, and this determination is likely to be much aided by the recently established and newly projected lines of railway which will facilitate the communication between these collieries and the present shipping ports of the Tees.

In order to secure the full effects of these advantages, and under the conviction that they will be best secured by a combination of energy and the employment of capital on an extended scale, it has been determined to establish "The Durham County Coal Company."

That several of the collieries now in the hands of private individuals are realizing very large annual profits on the invested capital is beyond question, and when the immensely increased and increasing consumption of coal, not only in London, but in the various other parts of this country which are dependent for their supply upon the collieries in the North, and also the growing demand in continental ports, are considered, there appears no reason to doubt that these liberal profits will continue to be maintained.

A sufficient number of shares having already been subscribed for, the Provisional Committee of the Company have purchased several valuable and extensive collieries, which are now in successful operation, and the produce of which maintains a first-rate character in the London market. They have also purchased two collieries now in progress of completion, which, in the course of a few months, will be capable of producing for shipment, a large quantity of the best West's Hill coals.

The Directors have concluded all the necessary preliminaries for the formation of the Company, and for actively working the Collieries.

For the present it is the intention of the Directors to confine the operations of the Company to the county of Durham, as containing the most valuable description of coal, and the vending of which will produce the greatest return of profit to the shareholders.

The property will be held by Trustees for the Company, and all requisite arrangements made for the security of the shareholders.

The Collieries will be under the superintendence of a Manager, Engineer, and Viewer, all of high character and experience. The first instalment of £1. per share is payable immediately on allotment. The remaining payments will not be called for earlier than at intervals of three months, and each payment will not exceed £2 per share.

Applications for the remaining shares to be made to the Solicitors of the Company, or to the Secretary, at the Company's office, 32, Great Winchester-street, whose prospectuses may be had, and further particulars obtained.

CORNUBIAN SILVER AND LEAD MINE, CHIVERTON

FERRANZABULO, CORNWALL.—About twelve months since a valuable Lead Lode was discovered near the Mansion-house of Chiverton, which was then inspected and highly reported on by several of the principal Lead mine agents in Cornwall; subsequently this lode was explored for a short distance to the depth of four or five fathoms by a single tributor, who with nothing more than a diminutive...

TO CAPITALISTS.—To be disposed of, by Private Contract,

A Twenty-one Year's Lease of an extensive and productive Tin and Copper Mining Estate in Cornwall. This property is situated in a district known to be rich in metals and mineral productions, and is surrounded by mines which have realised great profits; altogether forming a most desirable and safe investment.

THE THAMES AND NORTH OF ENGLAND SHIPPING COMPANY.

Capital, £200,000, in shares of £50 each. Deposit, £2 per share. The Provincial Committees of the two Shipping Companies advertised as THE LONDON AND NORTH OF ENGLAND SHIPPING COMPANY, and THE THAMES AND TRES COAL-TRADE SHIPPING COMPANY, having considered the disadvantage which usually attends divided exertions when there is an unity of object to be attained, have deemed it advantageous for the interests of the respective shareholders that these two Companies should be united, under the name of THE THAMES AND NORTH OF ENGLAND SHIPPING COMPANY, with the intention of employing vessels chiefly in the Coal Trade.

BRITISH DISCOUNT BANKING COMPANY.

Capital £5,000,000, in 10,000 shares of £50 each. Deposit £1 per share. BANKERS.—Messrs. Williams, Deacon, Loughborough, Thornton, and Co. The Directors of several of the principal Joint Stock Banks having expressed a desire for the formation of such an establishment as the one now submitted to the public, it has been determined that a Company be established in the metropolis, under the title of the British Discount Banking Company, for the purpose of making a profitable use of the dormant capital of such of the Joint Stock Banks of the United Kingdom as may happen at any time to have such surplus, and of lending it out on discount to such other of the Joint Stock Banks as may from time to time require the same; and to extend, under perfect security, the monetary and commercial operations of the British Empire.

STAFFORDSHIRE COAL AND IRONSTONE COMPANY.

Capital £100,000, in 10,000 shares of £10 each. PROSPECTUS. The objects of this Company are to work Mines of Coal and Ironstone at royalty; and to dispose of the same to coal-dealers, iron-masters, and other consumers, without interfering with the retail coal trade; and it is intended to confine the operations of the Company to these objects only, and not to extend them to any branches of the Iron trade. Experience has proved that the working of Mines has been at all times a safe and profitable mode of investing capital; and at the present period, when the demand for Coal and Ironstone in particular has so much increased, and is likely to go on increasing, it is considered that the formation of a company for the working of such mines in the neighbourhood of Birmingham, will be attended with great advantage to the Shareholders, as well as benefit to the town and adjoining districts.

LONDON AND PORTSMOUTH RAILWAY DIRECT.

with a BRANCH to CHICHESTER and BOGNOR, terminating in spacious Docks at PORTSMOUTH. Capital £1,200,000, in 24,000 Shares of £50 each. Deposit £2 per Share. The Provisional Committee are proceeding with the necessary arrangements connected with the Branch advertised to Chichester, and an active survey of the line is being prosecuted for carrying into effect the original intention of this Company, for constructing the intended railway between London and Portsmouth, by the most direct and practicable line, as they have throughout acted under the conviction that any other or more circuitous line must only entail on the passengers and transit of goods between those places additional cost of conveyance, in proportion to the extra length adopted, without any corresponding benefit being derived.

FORTUNATE MINERS.—Sampson Twigg and Co., a firm of three

labouring men, obtained permission to work in a mine at Botstone, in this county, the property of Messrs. Gaunt and Challinor, of Leek; and to take the minerals, subject to a certain tribute to the proprietors, for six months to come. The mine is at the bottom of a stupendous mountain. The men began at the bottom of the hill, and after considerable labour were able to strike through some coverings of flint, when they discovered a vein of ore, almost pure lead; and in three days have not raised less than three tons, worth 20l. a ton. It is expected, without exaggeration, that for six months to come they will gain 100l. a week by their own manual labour, exclusive of the tribute payable to the proprietors; but fears are entertained that their good fortune may cause the death of some of them from over-exertion, as they are not to have any assistance. Botstone is within half a mile of the famed Eton mine, from which the Duke of Devonshire amassed so large a fortune; and what is very singular, these three men have been working at the first-named mine near one year, earning not more than 12s. each a week, and have frequently blasted within a yard of the place where the treasure has been discovered. The face of the vein is not six yards from the surface.—Stafford paper.

ORIGINAL CORRESPONDENCE.

PADSTOW BREAKWATER AND DUKE OF CORNWALL'S HARBOUR.

TO THE EDITOR OF THE MINING JOURNAL. Sir,—I take the liberty of answering through your Journal a letter signed by Mr. G. Ross, managing director of the "Duke of Cornwall's Harbour and Victoria Railway Company," which appears in it on the 21st inst.

In replying to the observations of this gentleman, I will, in the first place, advert to the so long desired improvement of "Padstow Harbour," which will be at once effected by the projected breakwater, on the outer edge of the Dundar Sand; and secondly, to the impracticability, nay, the impossibility, of constructing a breakwater at Tremoutha, "capable of making (as Mr. Ross asserts) a safe harbour, containing 500 vessels of the largest class usually navigating those seas."

Mr. Ross admits the possibility of making a safe harbour at Padstow; indeed, he allows that a dozen more might be made on the "north coast of Cornwall." If he has obtained that local information which I have, it would induce him (I imagine) to abandon the latter supposition. But he says, "the effect of the Padstow breakwater will be to prevent the admission of sand, and therefore in a few years the supply will be exhausted." With no small tact he has endeavoured to alarm the agriculturist, and to rouse to action, in hostile array against the "Padstow Company," the "Bodmin and Wadebridge Railway Company." The calm consideration of the following facts, however, will, I am persuaded, remove any such impression, should it exist.

The specific object of the contemplated breakwater at Padstow, is to widen the present contracted channel of the harbour (now only 450 feet at low water), making it 1720 feet: so as to admit at all times of the tide, and under any adverse circumstances, ships of any size, which, when once under its protection, would be in perfect safety. It is not intended to erect a barrier wall or dyke, as at Devonport, Ramsgate, &c., but to place a breakwater, or causeway, in an angular projection from a place called "Bullworks South Edge," in a north-west by north direction towards the "Stepper Point;" nor is it intended to raise it higher than the highwater mark on the Dunbar sand, at least for a period of one year. Now the accumulating sand on "Dunbar," thence on "Rock," and other parts in and about the "Camel River," takes its course round "Stepper Point" into "Hell Bay," thence through the present channel into the harbour, lodging on and around the Dunbar. When the causeway is finished, it will have the same means for its admission, and moreover it will still continue to have the upper surface and inner edge of the Dunbar, on which to make its final lodgment. So much for the "Padstow Breakwater;" and now, secondly, for that contemplated at "Tremoutha."

"Boss Castle" harbour lies five miles west of Tremoutha. Any nauticalman or civil engineer inspecting this place (ignorant of the dreadful effects of the ground swell), would at once pronounce it a port of safety. Nature having (apparently) done every thing to justify such an opinion—it is entirely land-locked.

"Bude" harbour is nine miles east of Tremoutha; a breakwater was erected here some few years since by Mr. Green, of Exeter. It was admirably constructed, and thought by him, and every one else, likely to answer the desired purpose, in making "Bude" a safe and commodious harbour.

Now, as Tremoutha, or the intended Duke of Cornwall's Harbour, lies about midway between these two places, the inference that the same local effects would be produced at the one as at the other, by the same causes, is a perfectly just one. Thus, at "Boss Castle," it has been found necessary to erect an inner pier, as an additional security against the terrific effects of the ground-swell, which enters that harbour when least expected. Even this is not sufficient, it having been found necessary to secure the vessels by cables fit to hold a ship of the line, in order to preserve them from this mighty enemy. So at "Bude" have the same fearful ravages been committed, in fact, to such an extent, that after the completion of the breakwater, it was on two occasions so seriously injured by this swell, that the cost for rebuilding it exceeded the first outlay. It might be supposed, however, that it now answers its desired end, and that the vessels within can now ride in safety. But not so, they have been obliged to form a basin with locks, and not until they are lodged in this dock are they protected from this ground-swell.

If such facts exist at these places (and that they do exist I pledge myself, if such be the difficulties and dangers to which life and property have been and still are exposed, now let me ask, are they to be overcome at Tremoutha, nearly equidistant as it is from either?

Thus, sir, have I endeavoured briefly to reply to the objections made by Mr. Ross against the Padstow breakwater, endeavouring at the same time to lay before you the insurmountable difficulties attending the formation of the intended "Duke of Cornwall's Harbour" at Tremoutha, leaving it to the impartial judgment of the public to draw their own conclusions respecting the merits of either undertaking. THOMAS ASHTON, JUN. Lombard-street Chambers, May 24, 1836.

VICTORIA RAILWAY.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—In reply to a query in your last number, whether "the report be true that this bill passed through committee without the standing orders of the House being complied with," I beg to assure you that such a report is quite unfounded, as every regulation of the House has been strictly complied with.

3, Copthall Buildings, May 27. [The report to which we referred was, that the plans, &c., had not been deposited with the clerk of the House, as required by the standing orders of the House. We are glad to find that the report was unfounded, although we had reason to believe the authority indisputable.—Ed. M. J.]

EAST CORNWALL SILVER MINES.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—At the special meeting of the shareholders in this mine, at the London Tavern, on Wednesday last, you must be aware that every thing but fair play was shown by the parties who had the lead. This matter, however, I shall leave for exposure from the proper quarter—in the mean time relying on your impartiality to give insertion to the following observations:—

The only thing in which I feel it incumbent on me to bring before public notice is the speech of Mr. Percival Johnson. You remember, sir, that this gentleman was allowed to make his voluntary observations on the Tamar Smelting Works, and the parties connected therewith, without the slightest interruption; but when I rose to reply, I was borne down by party clamour, and the outcry of "question;" and am, therefore, under the necessity of having recourse to the Journal, in order to set forth the substance of what I intended to have advanced on that occasion.

Mr. Johnson, in his way, gave the meeting to understand, first, that the establishment of the Tamar Smelting Works would be a real benefit to the eastern mining district of Cornwall; secondly, that there was nothing improper in the directors of mines in the vicinity being proprietors of these works; thirdly, that the splendid discoveries in the art of smelting silver ores by their superintendent, Mr. James Michell, would prove highly beneficial to the mining interest; and lastly, that the Company would buy ores containing only fifteen ounces of silver in the ton, whereas, up to the present time, ores containing less than forty ounces in the ton were of no value!

How such a man as Mr. Johnson could so lend himself, and place his professional reputation in jeopardy, I am utterly at a loss to conceive; for he was flagrantly in error in every thing he uttered on the occasion.

In the first instance, Mr. Johnson must have unaccountably forgotten, that by the public acknowledgment only a few weeks ago, of the very party he was attempting to advocate, the Wheal Brothers' ores brought upwards of 12l. per ton, at Sheffield, more than the Tamar Company would give for them, after carriage, shipping, freight, and insurance had been paid!! This certainly is a case in point, sufficiently strong and notorious to overthrow his declaration of this establishment being beneficial to the district.

To support his second remark of the propriety of the directors being smelters, Mr. Johnson observed that he never heard of any objection being made to persons deeply interested in Cornish copper mines becoming purchasers of copper ores; and this he advanced as a formidable precedent.

Now, Mr. Editor, it will be a reflection on the understanding or experience of all your mining readers (as it certainly was to every individual

who attended that meeting), to hold out copper regulations as a precedent or parallel case. It is well known that nothing is more open than the ticketings or sales of copper ore; nor is there any thing in which there is a greater competition. Very different is the case with silver ores; and this the Tamar Company well know, notwithstanding Mr. Johnson's deplorable ignorance of the subject.

Now comes the talent and experience of Mr. Michell; but as this person, who was present at the meeting, did not speak a word on the occasion, I am anxious to avoid all comment on this paragraph.

In refutation, however, of Mr. Johnson's assertion that, up to the present time, silver ores containing less than forty ounces in the ton were of no value. It is a notorious fact, that, at the last working of the East Cornwall mines (then Great Wheal St. Vincent), we sold hundreds of tons of ore, containing no more than fourteen ounces in the ton, and for which the purchasers paid 10s. per ton in place, and took them to Sheffield to be smelted, being at all and every expense of loading, drawing, freight, &c.!! So much for the great discovery.

In conclusion, I beg to observe that Mr. Johnson is, no doubt, justly entitled to the celebrity he has obtained as an assayer of metals; but I will know that, in analysis, assaying, or smelting of ores, his knowledge and experience are very superficial, and that must be his excuse for so committing himself on this occasion.

I am, Sir, your very obedient servant.

London, May 27. JOHN BROWN.

[Our correspondent judged rightly when he relied on our "impartiality." Most certainly he was prevented from speaking at the meeting; and, therefore, we do him the justice of giving insertion to his letter. We are glad to find him again as a correspondent; but should be better pleased to have another series of "Mining Problems," than to find him engaged in a controversy, which, the sooner it is put an end to, will, we feel assured, be to the advantage of all parties.]

EAST CORNWALL MINING COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—I rely on your sense of justice to give insertion to the enclosed letter, addressed to the "Shareholders of the East Cornwall Mining Company," as I presume you will, through the medium of your columns, give publicity to the proceedings at the meeting, held on the 25th inst.

I am, yours, &c. J. MALACHY.

GENTLEMEN.—I feel it due to you, and to those who repose confidence in me, as it is also due to myself, that I should address you on the result of this day's meeting, and offer you some explanation of my conduct on that occasion. At the earnest entreaty of a large body of shareholders, previous to the meeting, I acceded to their wish that the whole subject to be there brought forward should be referred to and investigated by a committee; and further, that I would abstain from making any remarks or explanations which might tend to excite angry feelings. Indeed, being wholly ignorant of the nature of the report which the managers had prepared to lay before you, or of any charges which might be made against me, it could not be expected that I should be prepared to go into a refutation of the voluminous matter contained therein. I, of course, felt myself bound to act up to the promise made, not doubting that the justice of the meeting would, by referring the report to a committee, and not merely the particular accounts therein referred to, have afforded me an opportunity of giving an explanation and denial of the statements contained in it. That such is in my power I have no hesitation in declaring to you, and when, by the publication of the report, I shall be enabled to ascertain the charges made, I pledge myself to answer them, seriatim, to the satisfaction of every unprejudiced mind.

In the mean time I beg leave most respectfully to request that you will not suffer yourselves to be misled by *casual* statements, but that your judgment may be suspended until you shall have heard my reply. This becomes more necessary, since the resolution which has been this day carried, will not, I fear, afford the committee an opportunity of hearing my justification, or of their reporting upon the truth or otherwise of those statements; indeed, the managers evinced the strongest determination not to afford such an opportunity, by raising a technical objection through their solicitor, and by themselves voting against a resolution, by which all matters connected with the company, from its commencement, would have been referred to and investigated by such committee. You, gentlemen, will recollect the expression of my anxious desire that the whole subject of the report should be so inquired into, and such an act of simple justice having been opposed by the managers, will no doubt have its proper weight with you in estimating the motives of those who first make a charge and then stifle inquiry into its truth.

I beg to submit a statement of my account with the company; and I will appeal, with confidence, to any individual acquainted with mining operations, whether it is not such an account as ought to be satisfactory to the agent and pursuer of a mine and the adventurers; and whether I have in any instance departed from the customary mode of keeping and rendering such accounts. That the mode so adopted has been sanctioned and approved by the managers of this mine is evinced by their periodical settlements of my monthly accounts; and referring to the month of November last (when my advances and liabilities on account of the company amounted to upwards of 1500l.) it will be seen that Mr. Groat and Mr. Milroy, two of the managers, gave me their acceptance for 1000l. at two months' date, and which I placed to the credit of the company, on account of the balance then due.

I will, moreover, submit to the test of an inquiry, whether, on taking an interest account of the sums received and paid by me, with the advances made from my own resources, it will not appear, that so far from having a balance in my hands belonging to the company, the balance has been in my favour.

I shall have an early opportunity of again addressing you when the managers' report is in your hands; and I repeat, that I shall be enabled to convince every unprejudiced mind, that it is only by an ingenious distortion of facts that the managers have been enabled to present a report which may possibly create a temporary impression on your minds to my prejudice; whilst the course which they have this day pursued had evidently for its object the suppression of an inquiry, which could not in any degree have affected me, but must have disclosed circumstances of which you ought to have been at once put in possession.—I am, gentlemen, your most obedient servant, London, May 25, 1836. J. MALACHY.

THE MANAGERS OF THE EAST CORNWALL MINING COMPANY IN ACCOUNT

Table with columns: Dr. (1835), Cr. (1835), and Cr. (1836). Rows include Jan. Amount of coal, per sheet, Feb. Ditto, Mar. Ditto, Apr. Ditto, May Ditto, June Ditto, July Ditto, Aug. Ditto, Sept. Amount of coal, per sheet, Oct. Ditto, Nov. Ditto, Dec. 7. Draft to Harvey & Co., Dec. 21. Cash per Williams & Co., Dec. 23. Draft to Harvey & Co., Balance carried on, To balance, Dec. 23. Groat & Milroy's acc., Balance carried on, To balance, Dec. 5. By cash, Balance carried on, By cheque.

[We have inserted the letter of Mr. Malachy, which we should, however, have deferred until next week, had we not expected to have been able in our present number to have furnished also the report of the directors, which, in the absence of a copy, is necessarily delayed. It will, however, appear in our next.—Ed. M. J.]

THE DAVY LAMP.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—It will not, it is expected, be useless to that valuable class of labourers, the working colliers, to ask their masters, the coal-owners, through your much read Journal, whether they consider the report of the late Parliamentary committee "on accidents in mines" entitled to any respect? And if they do, why they continue the use of this (the Davy) lamp, which, according to the admission of some of the "immediate friends of the late Sir Humphrey Davy, and what is of much more importance, the

absolute fact, gives neither adequate protection nor sufficient light to the miner, when a lamp which affords both can, it appears, be readily obtained. It is to be hoped that an answer to this question will not be delayed, till called for in a different tone by such another sacrifice of life...

METEOROLOGICAL JOURNAL, 1836.

Table with columns for Thermometer, Barometer, and other weather-related data for various days in May.

FOREIGN MINING ASSOCIATIONS.

Table listing mining associations such as Anglo-Mexic, Bolivian, Colombian, etc., with details on secretaries, offices, and board days.

PUBLIC COMPANIES MEETINGS.

Table listing public companies like Hungerford Market Company, United Hills, etc., and their meeting dates.

CALLS.

Table listing calls from companies like Hayle Railway, Treleigh, etc., with amounts and dates.

DIVIDENDS.

Table listing dividends for Anglo-Mexican Mint and British Alkali Company.

MEETINGS OF SCIENTIFIC BODIES

Table listing meetings of scientific societies like Civil Engineers, Society of Arts, etc., with dates and times.

CONTENTS.

Table of contents listing various articles and their page numbers, such as Original Correspondence, Mining Technicalities, etc.

NOTICES TO CORRESPONDENTS.

ENLARGED SHEET.—We are precluded from accomplishing our wish this week of giving an enlarged sheet. We hope to do so, however, next week. "ASSAY OF COPPER ORE," &c.—The paper which appeared on this subject in No. 38 was extracted from a very useful publication, called "The Practical Miner's Guide,"...

THE MINING JOURNAL, And Commercial Gazette.

LONDON, MAY 28, 1836.

The proceedings at the meeting of the East Cornwall Mining Association, on Wednesday last, must necessarily have a beneficial effect on Mining Companies generally, affording, as it does, a strong illustration of the advantages attendant Scrip Companies.

We do not mean for one moment to impute to either party an intention to carry by numerical strength any question which might be opposed to truth and justice, but that a party was made, and that prejudice on both sides existed, must have been manifest to all present.

pany; as by voting against such a proposition, doubts and suspicion are naturally created where none should exist. In directing attention to the meeting, it is more particularly with regard to the mode of voting; for knowing, as we do, that there were many present who were not shareholders, but who took part in the proceedings of the day, it may readily be supposed, if the same system be pursued on other occasions, that the qualification of voting, and limiting the number of votes, is a mere farce, when shareholders can be so manufactured.

THE FUNDS.

CITY, FRIDAY EVENING.

Consols closed for money at 91 1/4, and for time at 92 1/4. Three-and-a-Half per Cent. Reduced Annuities 98 1/4, and New Three-and-a-Half per Cent. 100 1/4. Bank Stock 210 1/4, India Stock 258 1/4. The premium upon Exchequer Bills has advanced to 12 1/4; India Bonds par. The Foreign Exchanges continue steady, and without much alteration, excepting Amsterdam and Antwerp, upon which places the quotations are a shade higher.

LATEST INTELLIGENCE.

LONDON, MAY 27.—METAL MARKET.—There is no alteration to notice in the prices of metals from last week's quotations. Lead certainly appears firmer, and likely to rise again. The advices of to-day being higher prices for spelter from Hambro', corresponding with our last week's price of 24l.

TRURO, MAY 26.—The average standard this day is 134l. 8s.; the average produce 7 1/2; the average price 7l. 10s.; the quantity of ore raised 2648 tons; the quantity of fine copper 205 tons 8 cwt.; total amount of sale 20,229l. 14s. 6d.

PROCEEDINGS OF PUBLIC COMPANIES.

EAST CORNWALL SILVER MINING ASSOCIATION.

A special general meeting of the shareholders of this company was held on Wednesday, pursuant to advertisement.

JOSEPH GROUT, Esq., in the chair.

The meeting was very numerously attended, and much excitement prevailed: the questions to be agitated affecting materially the interests of other companies with which the parties are connected; and the expectation that some curious exposures would take place.

The Chairman briefly addressed the meeting, expressing his conviction that every proprietor would be allowed a patient hearing. The requisition and advertisement having been read, Mr. GRAHAM rose for the purpose of submitting a motion, the object of which was, to refer to a committee to be then appointed the report of the directors, as also all questions in dispute, or which might form subject matter for discussion at the meeting, feeling convinced that the interests of the proprietors generally must suffer from a discussion, which must necessarily be of an angry nature.

The report, being a defence of the line of conduct pursued by the directors in dismissing Mr. Malachy, must implicate him, by preferring charges which that gentleman might be called upon to rebut, and thus recrimination might induce the meeting to lose sight of the objects for which they had met. It was with these feelings, and holding a large stake in the concern, that he considered it his duty to propose the formation of a committee.

The motion having been seconded, Mr. ROBERT HILLS rose for the purpose of moving the previous question—that the report of the directors be now read.

Mr. ENGLISH, who had just entered the room, expressed his conviction that the course proposed of referring all questions to a committee was the most prudent, for injury had been already sustained to a considerable extent from the quarrels and personalities which had been indulged in on former occasions. Although very slightly interested in this company, the interest held by himself and friends in mines in the eastern part of the county of Cornwall was very large, and therefore it behoved him to take part in the proceedings, feeling that any injury done by a public discussion, as he feared would be the effect, must militate generally against the mining interests; while the appointment of a committee would allow the question to be coolly and dispassionately considered, and do justice to all parties concerned, which it was impossible to do at a public meeting; more especially where matters of account formed the subject of dispute.

Mr. MALACHY, with less excitement than ordinary, said, I am quite prepared to go into every part of the accounts and charges. I am quite prepared to meet you on all the facts, and I am also perfectly satisfied to leave it in the hands of a committee.

Mr. LEWIS, in addressing the chairman, expressed his conviction that justice required that the report should be read, and that the meeting should decide upon the statements it contained.

Mr. SEWELL, we believe, and who was stated to be Mr. Grout's solicitor, addressed the meeting at some length, advocating the report being read, at the same time observing that if the chairman should think fit to state that it was impolitic to read the report, then that he would not press the matter; but otherwise, he considered that the meeting should be in possession of its contents. He further expressed his conviction that whatever angry feelings might exist between some of the parties, the good sense of the meeting would be evinced in the cool and dispassionate manner in which they would entertain the questions which might form subject of discussion.

Mr. GEORGE PALMER observed, that in his opinion the report should be referred to a committee, but that such committee, to be impartial, should not be constituted of shareholders, but of gentlemen of acknowledged high character and mercantile experience, such as Mr. William Ward, or Mr. Thomas Wilson.

A lengthened discussion ensued, in which Mr. R. THOMAS, one of the directors, and Mr. PERCIVAL JOHNSON, took part. The former gentleman observed, that there was no desire on the part of the board to introduce matter calculated to cause excitement, nor was it their wish to blink any question. That the directors were ready to refer to a committee the report, so far as the accounts were concerned, but that the requisition for convening the meeting had two objects,—one being the conduct of the directors with reference to the Tamar Smelting Company; in that question their characters and honour were concerned. Mr. Percival Johnson, in addressing the objects comprehended in the requisition, stated, that from an experience of twenty-five years, he had no hesitation in saying, the establishment of the Tamar Smelting Company would prove of infinite advantage to the silver mining district; that Mr. Michell, who was the superintendent of the establishment, had discovered a process for reducing and rendering profitable, ores of fourteen or fifteen ounces of silver to the ton, which otherwise would have been unsaleable, as until this discovery, ores would not pay which contained less than forty to fifty ounces to the ton. He then proceeded to state that the course pursued in Cornwall with respect to the sales of copper ores gave much satisfaction, and that the same was adopted with respect to silver ores, samples being sent to the smelters at Sheffield, Birmingham, Bristol, and other places.

The question having been put, whether the report should be read, the motion was carried, and the report accordingly read by the secretary, the insertion of which we must defer till next week.

Mr. LEWIS then moved that the report be received, and placed on the minutes of the company; to which an amendment was moved, and ultimately carried, that it be also printed and left at the office for the shareholders.

The report referred to the accounts of Mr. Malachy, and denied the correctness of the statements made by him at a former meeting with reference to advances, which he represented to have been made by him on account of the company; the directors, from the accounts embodied in the report, de-

claring that the contrary was the fact, and preferred many charges of neglect and misrepresentations on the part of Mr. Malachy, sufficient, in the opinion of the directors, to justify his dismissal. The report, which was of considerable length, was read with marked emphasis by the secretary, and was listened to with much attention. From the statements made in it, as affecting Mr. Malachy, it evidently created a considerable sensation in the meeting; and in the absence of evidence (to be submitted to a committee, which was subsequently appointed), had the effect of placing the defence of the directors, and the necessary implication of Mr. Malachy, in the desired point of view, the directors being fully warranted in the line they had adopted, if that the statements in the report be borne out.

Mr. JAMES HUSBAND, professing himself to be a friend of Mr. Malachy's, considered it would not be even-handed justice did the proprietors not allow that gentleman to enter into explanations in committee, and which committee, he contended, should have full power to investigate the proceedings of the company from its formation, and that by such powers only could justice be done either to Mr. Malachy or to the proprietors. He contended that it was due to Mr. Malachy to refer all matters to a committee—that a stigma had been attached to his character which it was necessary should be removed by the report of gentlemen who were independent of all parties, and that Mr. Malachy courted every sort of scrutiny.

Mr. MALACHY expressed his confidence, that if the several matters were entered into by an unprejudiced committee, the whole report would turn out to be a tissue of falsehood.

It is impossible within our limits to follow the several speakers. Mr. Budge made several ineffectual attempts to address the meeting, with regard to the introduction of his name into the report, as also the Tamar Smelting Company; but whether from warmth of manner or language, or from whatever cause it might arise, there was evidently no disposition to give him a hearing.

Mr. BLEADEN expressed his satisfaction with the report, and his confidence in the direction; and the motion, that the report should be received and printed, was ultimately carried.

Mr. T. A'BECKETT addressed the Chairman, acting as agent to the principal lords under whom the mines are held, and was contending that the leases were forfeited; when

Mr. PLUMPTREE, the solicitor to the company, rose, and stated that he had heard nothing on the subject until that moment, and invited Mr. A'Beckett to communicate with him personally on the subject.

A variety of resolutions were then proposed for the formation of a committee, and much diversity of opinion appeared to prevail as to whether it should be composed of shareholders or of gentlemen, in no way connected with the company.

Much confusion ensued from several proprietors differing on the point of all matters being referred to the committee, being the first proposition, and to which it was understood the directors were assenting parties, Mr. Stairsbury having seconded the motion. Upon an explanation taking place, Mr. S. withdrew his sanction to the resolution, as it comprehended other subjects than that of accounts, to which he considered the attention and labours of the committee should be confined.

The resolution having been frequently amended, and as oft read from the chair, Mr. PLUMPTREE stated, that the meeting having been called for a specific purpose, it was not competent for the proprietors to pass so general a resolution.

A PROPRIETOR.—There are, I can assure you, considerable and cogent reasons why the powers vested in the committee should be full; it is necessary that all matters connected with the company should be inquired into.

Mr. PLUMPTREE repeated, that the meeting could not entertain the subject of the affairs of the company generally, and that the motion must of necessity be confined to the specific objects named in the requisition.

Mr. ROBERT HILLS addressed the meeting at some length on the appointment of the committee, expressing his opinion that the accounts were the only subject for inquiry; and concluded by proposing that a committee of five gentlemen, non shareholders, be appointed, and that Mr. Thomas Wilson be requested to name the committee.

This resolution was in the end carried.

Thanks were voted to the chairman and directors, amidst some tumult and confusion, and the meeting, which was very numerously attended, adjourned until the 22d of June.

The question of the propriety of those directors who are connected with the Tamar Smelting Company retiring from the direction, was not entered into.

PROCEEDINGS OF SCIENTIFIC MEETINGS.

GEOLOGICAL SOCIETY.

May 25.—Mr. LYELL, President, in the chair.

Several communications were read. First—A paper, by Mr. Alfred Cloyne Austen, containing a general account of the structure of Devonshire between the Ex and Berry Head. The oldest formation of the district was stated to consist of dark slates, sometimes arenaceous, succeeded, first, by quartzose conglomerates, and afterwards by alternations of shale and limestone, rich in organic remains. During the deposition of these rocks, the author is of opinion that there were igneous intrusions, as beds of trap, alternate with the shale, without producing any alteration in the adjacent strata; and, as in some instances, contorted beds are overlaid by others of the same class, which are not disturbed. To the subsequent breaking up of these formations, the author ascribed the origin of the pebbles which occur in the new red sandstone of the district. The green sand of Haldon was briefly described, and Mr. Austen infers, from its thickness, that it once extended much further to the westward; and he is of opinion that the preservation of these insulated patches is due to their great elevation, which protected them from the action of the waves that denuded the surrounding but lower districts. The protrusion of Dartmoor was assigned to a period subsequent to the green sand and cretaceous era, as the first traces of granite debris occur in the Bovey deposit.

Secondly—A notice, by Mr. Murchison, on fossils agreeing specifically with well-known shells of the lias of Lyme-Regis, but procured by Admiral Sir Charles Buller, at West-bay, Fernando Po, Accra, and Sierra Leone. They were stated to occur abundantly, and it was announced that additional information respecting them may shortly be expected. The specimens were presented by Mr. Leach, of Milford Haven. Mr. Murchison also announced that Sir John Herschel had discovered to the north of the Cape of Good Hope a formation containing trilobites.

Thirdly—A notice on Maria Island, on the east coast of Van Dieman's Land, by Mr. Frankland, surveyor-general of that colony, and communicated by Robert W. Hay, Esq., under-secretary of state.

Maria Island consists principally of trap, but at the northern point is a perpendicular cliff from 200 to 500 feet high, of horizontal beds of dark grey limestone, formed of oysters, muscles, and other shells, in perfect preservation. Mr. Frankland also mentions that Van Dieman's Land furnishes in every part strong evidence of the ocean having once occupied a much higher level than at present.

Fourthly—A letter from Mr. J. Robinson Wright to Captain Mudge, accompanying a quarter sheet of the Ordnance Map, coloured geologically. The district is situated to the south-west of Daventry, including about 168 square miles, and the boundaries of the red marl, lias, and inferior oolite are carefully defined.

Fifthly—A notice, by Sir Philip Grey Egerton, Bart., on the occurrence of marine shells in a bed of gravel at Norley Bank, Cheshire.

The pit in which these shells, apparently recent, were obtained, is situated on the north side of a hill, 157 feet above low water-mark, at Weston Point, on the Mersey, and six miles from it. The pit is eighteen feet deep, and consists of irregular beds of pebbles, clay, and sand, associated with boulders of granite and other rocks. The shells obtained by Sir Philip Egerton occurred towards the middle of the section, but were too imperfect to have their specific characters determined. The deposit is considered by the author to be of the same age with one from which he procured similar remains at the Willington, near Tarporley, though the elevation of the two localities differ considerably.

Sixthly—A paper, by Mr. Louis Hutton, and communicated by Mr. Royle, on the distribution of organic remains in the upper lias, shale and marlstone of the Yorkshire coast.

The object of the author was to point out the fossils which characterise the different strata, and diminish in number or vary in size on receding from the bed, which he conceives is essentially distinguished by them. The data on which the author reasoned had been carefully collected by himself at the localities mentioned in the memoir, not from subsided masses on the shore, but from undisturbed portions of the cliffs.—Lists of the characteristic fossils accompanied the paper.

Lastly—A letter from Mr. Fitch, of Norwich, to Mr. Charlesworth, on the discovery, at Thorpe, near Norwich, of a tooth of the Mastodon angustidens, in the bottom bed of crag, resting upon chalk, and composed chiefly of large flints, associated with crag shells. This discovery is of interest, and confirms Mr. William Smith's previous statement of a similar tooth having been found many years since at Whittingham, near Thorpe.

MINING CORRESPONDENCE.

ENGLISH MINES.

ENGLISH MINING COMPANY.

Great St. George, May 17, 1836.—I beg to offer the following information in regard to the underground operations in the several mines. The lode at the seventy fathom level, east of Humphries' shaft, appears fast approaching towards a hard lode, and though the appearances as such are far from unfavourable, yet not long having taken its departure from the soft ground, we pause giving any decided opinion as to the present indications. At the forty fathom level in the same direction the lode has been split for some days past, and the north part (upon which we have since been driving) having made its way into the gunnis of the main lode, we are now extending a south-eastern level for the purpose of intersecting that part which lies more to the south. Callaway lode, at the thirty west of engine-shaft, has been somewhat deranged by coming in contact with a small southern branch; for a short distance previous to this the lode was small, and productive of a little ore. The cross-course upon which we are driving at the twenty fathom level, having in view the intersection of Catcher's north lode, is of such a nature as to ensure a pretty rapid approach towards the object of our pursuit. In consequence of the unexpected poverty of the ten fathom level, east of Goyen's shaft, it is generally supposed that the real Callaway's lode is still lying to the north, in which direction some research will shortly be made, and I trust with that success which every step here taken warrants us in anticipating. Since my last a most delicious bunch of ore has been laid open on the course of the same lode in Carter's pitch, and not a great distance from this spot: this looks well, from it much good may be expected. At the ten fathom level, west of Stephens' shaft, the north lode is from twelve to eighteen inches, big of spar, with a slight sprinkling of ore throughout; on the south lode the indications are evidently very favourable; the lode is by no means rich; its size is about twelve inches, and carries with it rather a hard flucan. The level east of Stephens', to communicate with Gribben's shaft, has not produced so much ore as was supposed it would; the unproductive piece of ground through which the men are driving forms, however, merely an arch for both east and west; and above there either has been or still is a very fine bunch of gray and malleable ore; even as high up as the adit level we have a most promising lode. The present end driving west of Stephens' is a mixture of spar, gozzan, and ore, producing of the latter two tons per fathom, valued at 8s.; there is also at this level a north lode, containing some excellent stones of ore. The lode at the fifty fathom level, upon which the south sumpmen are driving, at the commencement of their so doing, was very small, but is now eighteen inches wide, of caple spar, mundie, and ore, and on the whole, is decidedly promising, one-half ton of ore per fathom having already been produced. At East St. George the men are "dismissing" the lode, consequently nothing new can be imparted of this district of our workings. An improvement has taken place in the ground through which the adit level towards Campbell's shaft is passing, so that we hope by next month to have completed this cross-cut, and in the course of a few days Campbell's shaft will recommence sinking. Of Carter's (already mentioned) no extraordinary improvement has taken place in any portion of the tribute ground since the setting; no doubt, however, can be entertained of a very fair quantity of ore being raised for our sampling in June. The water at Wheel Leisure having risen very considerably, from the giving way of one of our main clocks, nothing new can be reported of the deeper levels of this mine. At the thirty-six fathom level at Mitchell's north lode the appearances are exceedingly propitious, although for some time past the lode has been very deficient of the one thing needful; it is now twelve or fifteen inches big, of spar and spots of ore, and from the nature of the lode at the bottom of the twenty-six, and a little n-head of the present end, a good bunch of ore may very reasonably be anticipated ere many more fathoms are driven. Of the twenty-six fathom level (now within the Great St. George boundary) very little can be said of the lode having become smaller than usual, and yielding a less quantity of ore. No alteration worth naming has occurred since the setting in any portion of the tribute department. The bob and cylinder being now fixed in their places, I trust some rapid progress will be made towards the completion of this new engine, upon which every thing depends in the future workings of the north part of this mine. At Wheel Prudence, instead of continuing the men at the sixty-two fathom level driving westward, we have put them in the back of that level, in the hopes of communicating a winze which has commenced sinking from the fifty-two, and which, if accomplished, will greatly facilitate the workings of this depth. The winze from the fifty-two contains a lode three feet wide, very promising, and yields full two tons of ore per fathom. The north lode is somewhat hard at the thirty-two west, nevertheless about one ton of ore per fathom continues to be broken from it. Appearances are not remarkably promising at the twenty-two, and at the adit level south of Bourdillon's shaft no lode is yet cut. The tributers are working with spirit, and from every indication will be well remunerated for their labour.

May 24.—The only matter worthy of any notice as to the state of the underground operations since mine of Tuesday last, is that of the intersection of the real Calloway's lode at the ten fathom level, near Goyen's shaft, the lode having been merely cut through: nothing more at present can be said than that the appearances are remarkably promising, and hold out every prospect of ultimate good success. HENRY HUMPHRIES.

NORTH CORNWALL MINING COMPANY.

Wheal Thomas, May 21.—We have cut the lode at the twenty-six fathom level, about two fathoms from the engine-shaft. The ground about where we cut the lode is more hard than in the level above. Good stones of lead have been taken from the lode since we cut it, but the lode appears to be divided, though it carries a very good branch. We consider the ground and lead dips east, and fully expect in a few fathoms that we shall meet with more soft ground, and the lode more rich. In the seventeen fathoms level east the ground is more favourable, but the lode is not large at present. In the same level west, lode poor. In the eight fathom level east we have discovered the lode thrown north, and met it without any improvement. The tributers go on pretty well.

Wheal Hope.—Our lift in this mine is dropped to the bottom of the mine, within fifteen feet, and the water is inforked to this depth; from thence to the bottom is full of atle or deads, which will be cleared in the course of a few days. We are clearing the forty-eight and fifty-eight fathom levels as fast as possible, which would be done in less time and for less money, if miners were as plenty now as they were some time since. In the adit level the ground is improved. In the twelve fathom level the lode is in a channel of reddish ground, and we expect to get through this ground before we find the lode rich for lead. In the twenty-eight fathom level this last week the lode has been small. In the thirty-eight fathom level the lode is not so large as it has been, but still produces a quantity of mundie. Have sett one pitch this day in the back of the twenty-eight fathom level, and have several more to sett, if we can get the tributers to work them. We have drawn to the surface from one pitch from this mine last month about four tons of lead, and expect to draw from another pair the beginning of next week about two tons of lead. Have commenced dressing the lead here, and shall have about twenty-five or twenty-six tons ready for sale in the course of seven or eight days. JOHN BORLASE.

P.S.—We intend immediately to commence driving the seventeen fathom level, south from Wheal Thomas engine-shaft, the level that was discontinued, fearing an increase of water in cutting the south lodes. From surveys and information, we have a very high opinion of our south ground, and believe that the lodes in the south ground will materially improve Wheal Thomas mine, and make her of some magnitude.

SOUTH POLGOOTH MINING COMPANY.

St. Agnes, May 21.—The appearances and progress making in the mine are as follows:—In the adit south of Elvan, on Balduie lode, we have driven east, this month, nine fathoms: in the last fathom, in the extreme end of the level, it has improved in size, being larger, and producing tin; and from the little we have yet seen of it, it is by no means improbable that it may make away another bunch of tin: it is yet too early to form any decided opinion, as we have seen little of the lode; but from what has been seen, it looks very encouraging. In the adit north of Elvan we have driven, this month, three fathoms; but the lode remains poor for tin. Balduie shaft is cut down and completed to adit for an engine-shaft; and we now purpose to clear it below the adit by the use of horse power, &c., as far as we can, in order to ascertain its size, and whether likely to require alteration or enlargement for our pumps, &c.: possibly, as the water falls, we may get down a few fathoms. At Wheal Commerce we are continuing the clearing of the adit, but as yet have discovered no object of important consideration. At Wheal Prospect, the west part of the mine, we have cleared the adit forty fathoms; in the attic we have found some very fine stones of grey copper ore (about one cwt.) in a crush of ground; but as yet have not discovered from whence they came; we are searching however for the spot, and hope to succeed, and also some fine samples of tin; the clearing is yet in progress, and it will take two months to finish it, when we shall be able to state more particularly as to the appearances. The surface work is going on rapidly; the carpenter's and smith's shops are completed, also the pit and sumpmen's houses and the yard wall; the counting, material, and engine-houses, are in progress; the two former will be completed immediately, and the latter will be finished in time for the engine, which will be delivered on the mine as per contract, on or before the 8th of August next. JAMES EVANS.

BRITISH COPPER MINING COMPANY.

Great Wheal Charlotte, May 25.—In consequence of breaking our iron saddle on one of our balance bobs on Friday last, our engine was idle from that day until Sunday night; I hope the water will be in fork by this evening, when we shall again be able to resume our works. As I do not see the least change in the appearance of this mine, the board will excuse my not giving a detailed report, which I would most willingly do, if the appearances would admit of my doing so. JAMES STEPHENS.

EAST CORNWALL SILVER MINING COMPANY.

May 23.—The greater part of our labourers having been, and being still, employed in fixing the plunger-lift, connecting the balance-beam, cast-panning, &c., but little progress has been made in clearing the levels. When the pit-work is completed we shall be enabled to proceed speedily with the ordinary underground operations. WM. PETHERICK.

REDMOOR CONSOLS MINING COMPANY.

May 23.—At the engine-shaft we have completed fixing the lift from the surface to the deep adit level, and shall forthwith resume sinking that shaft below the twenty fathom level. Having holed the double whim shaft to the twenty fathom level, we shall immediately resume the driving that level north on the lead lode, commence sinking a winze on it below that level, and begin to raise ores in the back of that level. WM. PETHERICK.

NEW SOUTH HOOE MINING COMPANY.

May 21.—We have driven this week, on South Hooe lode, two fathoms one foot; the lode is two and a half feet thick, composed of flucan, killas, and white iron, spotted with fine grain lead; it appears altogether very kindly. We have driven in the deep adit only five feet, in consequence of the air being so bad; and we shall be obliged to sink a small air-shaft on the back of the level, to remedy this evil. JAMES WILLIAMS.

REDRUTH UNITED MINING COMPANY.

Wheal Uay, May 23.—The lode in the engine-shaft is not so promising for copper ores as it has been for some time past, producing about one ton per fathom. The lode in the thirty-two fathom level, west of Cock's shaft, is large and soft, composed of mundie, spar, and tin ores. The lode in the twenty fathom level, west of Cock's shaft, is large, and produces tin ores. Every other part of this mine is just as it has been for some time past. There is no alteration at Cljiah since my last. At Bucket's we have cleared and opened Buller's shaft to the bottom of the twenty fathom level. The branch in the adit level will produce about half a ton of copper ores per fathom. RALPH GOLDSWORTHY.

ST. HILARY MINING COMPANY.

Gwinear, May 21.—We have been occupied in putting in heavers and cistern in the new engine-shaft at Wheal Leeds, at the thirty fathom level, during the last week; and we shall have the whole of the pit-work in a complete and efficient state to continue sinking the shaft under that level to the ore bottoms by Tuesday or Wednesday next: owing to our anxiety to get the plunger-lift fixed at the thirty, and to prevent interference with the sumpmen in doing so, we have had no means of doing much at the thirty fathom level since the water was let down from the twenty; and we have therefore not been able to explore further than I communicated in my last at the thirty fathom level; nor have I any thing new as regards the other operations of the mine to advise the directors of at this moment. C. N. BEATER.

NORTH CONSOLS MINING COMPANY.

May 23.—I trust that the Board will excuse the brevity of this report, which is occasioned by the near approach of the death of my wife. The water is in fork at Wheal Butson to the forty-two fathoms. In my next I will give you further particulars. THOMAS TIPPETT.

KERROW MINING COMPANY.

May 25.—We intend to put our stamps to work next Saturday: we have commenced our engine-shaft, and set five fathoms, at 5s. per fathom. Should we not be hindered by waiting for our castings, we shall get the engine to work next Saturday four weeks. RICHARD RODDA.

WEST WHEAL JEWEL MINING ASSOCIATION.

May 23.—We still continue to clear timber and secure Buckingham's shaft; it is in a large cross-course, and flucan, which is very soft, and requires a large quantity of timber to secure it. We continue to timber and secure old sump and quarry shafts, and have begun to clear the footway shaft, by which we expect an entrance into the mine at the shallow adit on the tin lode, as there are cross-cuts driven from the footway-shaft to communicate with old sump. We are still clearing Tolcarre adit, and find it not so difficult as we expected. In the rubbish we find good stones of ore (tin), and a great quantity of the backs are worked away, which leads us to form a good opinion of the lode at the bottom of the adit, which we shall operate upon as soon as we can make it convenient to take up the water by means of launders preparing to put there. We have not cut any lodes in coastening to the south of Buckingham's shaft this week, having been obliged to put the men about other work, such as assisting the carpenters, clearing out the quarry, &c. We continue enlarging Rosebobby shaft, but not so fast as we could wish, the ground being harder at present than we expected to find it. MATTHEW WILLIAMS.

TRELEIGH CONSOLS MINING COMPANY.

May 21.—Having no alteration in the appearance underground, I beg to refer you to my report of last week. Our tradesmen and engineers are getting on well with their work, and the other labourers are busily employed in getting the different parts of the engine in the house: we have the boiler fixed, and the bob heaved upon the wall; and I hope, before leaving work, to get the cylinder, cylinder case, and bottom, for putting together, next week. I see nothing to alter my opinion of putting the engine at work early in July. W. SINCOCK.

ALBION MINING COMPANY.

Albion Mines, May 24.—Wheal Liberty engine-shaft is sunk under the sixty fathom level eleven feet, lode about two and a half feet wide, producing large and good stones of ore. The sixty fathom level, east from shaft, still produces a little ore. The forty-seven fathom level east, on the north lode, will produce about two-thirds of a ton per fathom. A winze under the forty-seven, east from shaft, on the caunter, produces about two tons per fathom; judging from the present appearance we may expect an improvement immediately. The forty-seven, east from shaft, on the caunter, is looking well, producing about three tons per fathom of good ore. Since my last I have set two more pitches, one at 7s. 6d. the other at 11s. in the pound. We shall have a sampling at the end of two months from the last (viz. April 5), having already thirty tons and upwards on surface. I find little or no alteration in the appearances of Mithian mine since my last report. JOHN MIDDLETON.

WEST WHEAL BROTHERS MINING COMPANY.

May 21.—In consequence of having the plunger-lift to place, and shaft to divide and case, from the surface to the twenty fathom level at Lowe's, with a lift of pumps at Henrietta's, to draw water for condensing, we have been unavoidably hindered in prosecuting the twenty fathom level for some days past; however, the lode in the east end looks more promising to be productive of silver ores than noticed in my last. The branch in the back of the twenty fathom level produces very rich ore, in fact, far superior in quality to any I have seen hitherto, with red and blue oxide. In rising towards the shaft, the lode is large, with good stones of silver ore, and a quantity of white iron. I find the water too quick for horse-power in the small shaft, therefore we must open the communication by rising from the back of the twenty. The men are sinking a new shaft on the course of the lode, about thirty fathoms west of the small shaft, near the pit where we discovered the fine gozzan mentioned in a former letter. The copper lode in the twenty-three fathom level going west, at Henrietta shaft, continues large, with very fine stones of copper ore, much better than it has been. JAMES CARPENTER.

WENDRON ROYAL MINES.

May 25.—I reported to you, in April last, that our work in the engine-shaft, in Whiddon, was producing four cwt. of tin in 100 sacks; and that we were paying costs of sinking, with every appearance of a kindly lode in going down. We had then got down only about one fathom (hardly so much) under the thirty-two fathom (the old men's bottoms), and our men had engaged to sink the shaft twelve fathoms before September. Since then they have got down upwards of three fathoms: the ground is not only as rich for tin as when last reported, but is still improving. In driving east we have had a hard bar of ground, but we have now a favourable change; and from our appearances in the engine-shaft we see, there, under the bar of ground found in the west of the thirty-two fathoms: this looks well. We look with sanguine expectations on our getting down to the forty-four fathom level. We sell a small parcel of tin this week. At Ruby, our engine-house will be roofed in within a fortnight, and our engine will be on the mine in June. We have two men working on the backs in Hoghead lode, 10s. in 20p. tribute. We have six men and boys driving the adit on the course of the lode into Hoghead old mine: the end here, within the last two days, has improved. We have also four men driving a cross-cut to North Hoghead lode. However, we are looking forward to our engine to show us what this promising sett will do. CHARLES WHITE.

WHEAL GILBERT MINING COMPANY.

Redruth, May 24.—The new pit-work has been put in its place in the engine-shaft. The water is in fork, and the following bargains of tit-work have been set, viz. —To sink a winze from the bottom of the twenty-eight to the thirty-eight fathom level, at 19s. per fathom, by four men. To drive the adit end south, at 50s. per fathom, by four men. To drive the eight fathom level south, at 28s. per fathom, by four men. There is a lode averaging eighteen inches big in this end, producing good samples of copper and tin. To drive the eighteen fathom level south, at 40s. per fathom, by four men. There is a lode in this end also eighteen inches wide, which is producing good tin stuff. The engine-shaft is to be set to-morrow to sink below the thirty-eight fathom level. There is some preparatory work to be done before the levels can be driven north. Two pitches have been set at eight shillings in the pound, and other ground will shortly be ready to be worked in tribute. We anticipate no obstacle to the regular prosecution of the workings, which will be forwarded with all possible dispatch; of which a report will be given from time to time for the information of the scrip-holders. HENRY GAYLES.

CARN GREY MINING COMPANY.

May 23.—No particular alteration has taken place in our twenty-two fathom level since last week; we are still driving west at the side of the lode, with an expectation to cut the bunch of tin gone down in the level above when in sinking a winze. We have some very large and excellent stones of tin. At our deep adit we are still breaking a little tin, but in stopping the back we find the lode is not so good as in the bottom of the level; our stamps are just got in the way of returning tin. Minear adit cross-cut (or level) has ground a little more favourable. Sett on Saturday last at 7s. 10s. per fathom. We have taken down Pitt's lode at the west of the cross-cut; it has a little tin, but not rich. At the east of the cross-cut, on the same lode, has a much more favourable appearance, possessing good stones of tin. We shall in future use every effort to return all the tin we possibly can. RICHARD RODDA.

BRITISH TIN MINING COMPANY.

Great Wheal Venture, May 23.—The middle lode is from five to six feet big, producing good work, but very hard; the ground on the caunter lode is looking a little better: the lode is from twelve to eighteen inches big, and tinny. The ground in Rowe's winze is very spare; the lode is from eighteen inches to two feet big, producing tin stuff, but not rich. The ground on Glouhill end is a little more favourable; the lode is small at present, and poor. The lode in the engine-shaft is very large; how large I cannot say, as we are just now between the parts, and very hard, but not without tin. We have about nine feet more to sink to make ten fathoms two feet. JOHN BRAY.

ROCHE ROCK MINING COMPANY.

May 23.—The present operations of the mine and the prospects require no further explanation than has been given during the last two or three weeks—they are the same, experimentally and operatively. Our deepest levels continue good, and the tin ground in the east part of the mine keeps up our prospects, and encourages our future expectations, and I beg respectfully to recommend to your notice that as soon as Campbell's shaft is holed at the twenty-one and thirty fathom levels, you will be pleased to give directions to sink the engine-shaft under the sixty-two fathom level, and from which we have made the best returns for some months past, since the mine has been under your direction. SAMUEL ROBINS.

OLD MOOR MINING COMPANY.

May 25.—We have commenced sinking our whim-shaft; it is now down about four fathoms, and so far getting on very well. In the present shaft we have made some very necessary alterations and improvements as to the support and situation of the timbers, &c., the benefit of which we hope to realise in our future operations. It is certainly of great importance that we should succeed, especially in a situation or strata where such great quantities of tin have been raised, and where we fully believe much greater quantities will yet be raised. Saunders's lode has considerably improved in the course of the last week; the bottom of the level is now about four fathoms from the surface, and at this shallow level we have an unusually good lode; as far as we are able to judge it is at the present time worth at least 50s. per fathom. The size of the lode we have not yet ascertained. I should think, had we driven right angles with the lode, we should be at least fifteen feet into it. RICHARD RODDA.

PERRAN CONSOLS MINING COMPANY.

May 23.—During the last week we have communicated the two new shafts (mentioned in my last report) to the adit level, and in the course of a short time we shall be in a situation to cross-cut north and south to cut the lodes to the east of the run of discovered ground which has been before noticed. The appearance on Anthony's lode driving east is of a very promising nature; it is from three to four feet wide, producing excellent stones of lead, mixed in a soft white spar, mundie, and jock. The masonry work in building the engine-stack and boiler-house is getting on expeditiously. On Tuesday last I called on Messrs. Harvey and Co., Hayle Foundry, to make inquiry about the engine; I find several of the principal parts, such as the main bob and cylinder, &c., are nearly completed. The boiler was sent us on Saturday last. RICHARD ROWE, Jun.

EAST WHEAL STRAWBERRY MINING COMPANY.

May 23.—Since my last report (of the 16th inst.) there has been no alteration in our levels and pitches on Trewthen south (copper) lode. At Orchard we have commenced building the engine-house. The operations of the mine generally are proceeding very satisfactorily. WM. PETHERICK.

TAMAR SILVER LEAD MINING COMPANY.

May 23.—The water is drained to about two fathoms above the seventy-five fathom level. We have commenced laying down the railroad in the forty-five fathom level. We still wait the arrival of a vessel from Charlestown with the remaining materials for the steam-whim, &c. T. PETHERICK.

SOUTH WHEAL LEISURE MINING COMPANY.

May 21.—I have only to repeat this week that we continue to sink the engine-shaft more successfully than we could have possibly anticipated, the ground being very moderate and the water easy. We expect to complete the engine-stack in the course of a week or two. RICHARD ROWE, Jun.

POLBREKEN MINING COMPANY.

May 21.—I have the satisfaction in stating that on Wednesday last, about twelve o'clock (noon), we had the pleasure, and in the presence of a numerous assembly, of witnessing our engine going to work, which started in the first-rate style, to the admiration of all present; not a single let took place, or the least alteration required; we are now in a proper trim to proceed with all the underground operations with that spirit which we have been so long anxious to evince. Of course, for the last fortnight we have not been in a situation to work or sink either of the engine-shafts, so that nothing new can be reported respecting the course of tin in Vice's shaft, and in the levels driving on the Wheal Harriet lode we are still in that state of progress which is termed dressing or uncovering the lode. RICHARD ROWE, Jun.

EAST WHEAL BROTHERS MINING COMPANY.

May 23.—During the past week we have driven west on the Wheal Brothers lode about six feet, with no material alteration in its appearance. The Well lode still produces good stones of copper ore, but, from the deadness of the air, we are unable to proceed with much dispatch, and we fear we shall be obliged to abandon working this end until we have sunk a shaft on the Wheal Brothers lode, for the purposes of ventilation, &c. J. PARROTT.

HOLMBUSH MINING COMPANY.

May 23.—We beg to inform you of our last week's proceedings as follows:—In the cross-cut at the eighty fathom level we are advancing but gradually, the ground still continuing very hard; we expect to intersect the cross-course in about two fathoms, when we hope to have the ground more favourable. The lode in the sixty-two fathom level east continues good; is about two feet and a half big, composed of copper ore, mundie, and peach. We shall take down the lode in the western end of the same level by the end of the present week, when we hope it will turn out according to our expectations. In the forty-two fathom level east we have also a very promising lode, about two feet big. The lode at our thirty-five fathom level west is at present small, but improving. We have ready for first vessel that sails about seventy tons of copper ore, of very good quality, and we have commenced dressing ore for another parcel. J. PARROTT.

WHEAL BROTHERS MINING COMPANY.

May 23.—I have much pleasure in informing you that, since my last report, the water at this mine is in fork, which has enabled us to finish casting down Malachy's shaft from the thirty to the forty fathom level, and we shall immediately recommence cutting the pit. Our thirty fathom level east still looks very promising; the lode is about two feet wide, with no material alteration. At the western end, same level, the lode is not so big, but equally good in appearance. At the twenty fathom level west and adit end the lodes continue large and kindly. We are losing no time in sinking the western boundary shaft, which is now down about five fathoms. We have still a strong gozzan, with silver throughout, and as we get deeper (from present indications) we have reason to expect a good course of silver. J. PARROTT.

WHEAL SISTERS MINING COMPANY.

May 23.—Since my last report we have finished casing down Walls' shaft to the ten fathom level, and are proceeding with all possible dispatch in cutting the pit, which we hope to complete by this day week. We have recommenced driving the twenty fathom level east, where we have a very kindly lode, about eighteen inches wide, composed of flucan, spathous iron lead, and silver. The adit end lode continues about fifteen inches big, or much the same description at the twenty fathom level east. The silver back remains good. J. PARROTT.

CORNWALL GREAT UNITED MINES.

Eastern District, May 23.—Our north lode is very large and tinny, and likely to be as productive as we have ever had it. We are now in the verge of the old men's workings. The south lode is kindly, but not rich. At Wheal Jenkin we are raising a great quantity of good tin stuff; we have fourteen men working in the back, and they will raise twelve tons of tin this month. The tin lately brought to grass appears to be of a much better quality than before. We have not cut the lode to the west of the cross-course in the adit end, but I expect we shall do so this month; the ground is very good. We are driving north from a shaft we cleared at Wheal Jenkin, to cut the Pink lode, the old men say it is a very good one, which we shall be able to prove this week. Our new stamps at Clannacomb are put to work, and answer very well. Wheal Julia adit is nearly clear up to the mine. We have two whims getting ready to fix on the two shafts; one will be complete for work this week. The masons are getting on well with the wheel-pit, and the engine-shaft will be sunk to the adit level this month, so that we shall soon be in course of working upon the Great Green Hills lode, from which you have had the rich specimens. We are clearing the ground for the floors for our stamps, and for the foundation for the engine-house. J. CLYDE.

## FOREIGN MINES.

## ANGLO-MEXICAN MINING COMPANY.

**Guamantla, March 7, 1896.**—Nothing particularly new has been discovered in either of the company's mines here since the report of the 5th Feb.

**Sirena.**—The labor of San Marquitos has been worked on an average with four *herramientas* by day only; they extract seventeen *cargas* of ores weekly, worth seven *marcs* per month. This labor has improved a little both in the quantity and quality of the ores within these last few days; it is now worked with four additional *herramientas* by night. The buscones have extracted on the average 177 *cargas* of ores, and sold their part for \$591 2 weekly; they continue to work their campos tolerably regularly, but no new discoveries have been made worthy of notice by them during the month. The pozo, mentioned in the last report as sinking from the bottom of the level of San Marcos, is now communicated to the labor of San Marquitos, which communication has made a great advantage for working the latter labor.

**Penafiel.**—The labor of Refugio has been worked with four *herramientas* by day only, they have extracted about thirty-six *cargas* of ores weekly, worth seven *marcs* per month; little or no alteration has taken place in the prospects of this labor during the month. The buscones have extracted seventy-four *cargas* of ores weekly, and sold their half for \$181 1. The campos continue much the same now as they were during the last month, but the buscones at present are scarce.

There is a new labor, called San Ildefonso, lately commenced working with four *herramientas*, it is plentiful in *carga* of about seven *marcs* per month, about fifty *varas* above the level of San Alejo, in Macizo, and south-east of the former workings. The level of San Alejo has been worked with eight men, who have driven on an average one and three-fourths *vara* weekly, at \$234. It is now suspended, and a cross-cut from it commenced towards the baxo, with a view to cut through the vein.

**Tepeyac.**—There have been fifteen *herramientas* employed by day and eight by night in three labores, viz. San Juan, Remedios, and Guanaxuato; they extract about 230 *cargas* of ores weekly, of about six *marcs* per month. There is now room enough to employ twenty *herramientas* by day and eight in these three labores, and from 400 to 500 *cargas* of ores may be extracted weekly, of five or six *marcs* per month. There is still a little water in the plan of the mine, but as deep down as we have been able to examine the vein, it is found abundant in ordinary ores. However, we have not sufficient experience of this mine yet to enable us to give any opinion as to what its future result may be.

**Esperanza.**—There have been three *herramientas* employed by day only in the labor of Nombre de Dios, one week during the month, who extracted thirty *cargas* of ore, worth twelve or fifteen *marcs* per month. The greater part of the remainder of the month we have been employed clearing and repairing the labor. It is now working with six *herramientas* by day, and is producing rather small quantities of very rich ores. The buscones have extracted on the average forty *cargas* of ores weekly, and sold their part for \$253 4.

**Persefina.**—The buscones have extracted sixty-five *cargas* of ores weekly, and sold their part for \$117 3. No particular alterations have taken place in the prospect of the campos during the month. We have commenced to clear out some old workings on the Remedios vein, leading to the bottom of Santa Rosalia mine, a point that has not been hitherto seen by the company; a little ore of good ley has been already discovered, and we expect to see the bottom in two weeks more, with a trifling expense.

**San Lorenzo.**—The frente of Santa Gertrudis has been worked with eight men, who have driven on the average two and three-eighths *varas*, at \$284 per *vara*; the vein in the end is poor, but tolerably favourable for advancing. There have been four men employed on hacienda account, driving from the bottom of the shaft to the baxo, with a view to cut through the vein. A cuerpo was discovered a few days since, but it is not yet cut through, but the part that has been seen is very poor.

**Asuncion.**—There has been one timberman with six *faeneros* employed in the adit level of San Nicholas, they clear and repair two and a half *varas* per week on average, but nothing new has been discovered. The draining has been carried on the shaft of Santa Ursula merely to keep the water a little below the adit level. There are no buscones employed at present in this mine, or in that of San Lorenzo; these two latter mines have been found hitherto very poor, almost entirely dead works. They are reported to contain good ores in their planes, but to get at them it will require in driving and repairing an outlay of twenty or thirty thousand dollars, therefore it is now time to consider what is to be done with them.

**Penafiel and Esperanza** mines contain the best prospects of leaving a little profit in future, as they are principally in macizo, and have no water to impede their workings, nor expense of draining it.

**Sirena and Persefina** mines may go on paying their expenses, principally with buscones, with the chance of falling in sometimes with little discoveries to leave a little profit.

**Tepeyac Mine.**—Although the capability of the labores, yielding 400 or 500 *cargas*, of five or six *marcs*, has been before mentioned, it must be considered very uncertain, as there has not been sufficient trial of the different labores to ascertain the fact. We know it to be abundant in *carga*, but the ley is most uncertain. JOHN MORCUM.

## BOLANOS MINING COMPANY.

(Continued from No. 39.)

**Bolanos, Feb. 2.**—I beg to hand you this report for the last month by beginning with the mine of Cochina, where the water has been forked to the bottom of the shaft, and the bye-lift drawn to the surface; put the former standing-lift to work, sent down the bottom lift, and shall be able in a day to resume the sinking of the shaft. In the Esperanza level we have found it (to the north and south of shaft) in tolerable good condition, so as not to require immediate repairs. In the level going north we have resumed the drive, but hitherto we have but little improvement in the vein. In the forty-six *vara* winze south, below the Esperanza level, we have not been able to resume the sinking, nor shall we be able to do so for some time, as the water is and will be high in Conjera shaft for some time. In the 114 *vara* level we cannot go as far north on the end, by reason of suffocation, nor shall we be able to do so until we complete the fixing of the air-machine (full of water in the shaft), which may be done in a fortnight or three weeks from this time. The pit-work, &c., is in tolerable good repair at present, so I hope we may not have much difficulty at that place. In Conjera we have found the Esperanza level, south of shaft, in such a state as to require but very little repairs, so that we have this day resumed the drive towards Barrauco old workings, but the shaft above that level will require immediate repairs, as there is about sixteen *varas* broken, very bad, by reason of which we shall not be able to commence the drainage below for some time, perhaps not much for this month; but in 102 *vara* cross-cut, going west towards San José, we have been able to resume the drainage, and are getting on very well, and hope by the commencement of next month to complete the communication to San José's shaft.

In Guadalupe we have gone on very well with the clearance, &c. &c.; now just deep enough to fix the crown-plunger-lift. We have found the cistern somewhat broken, but it will do again with a few repairs. The bearers will also do again, as they are the winch, 11-piece, top door-piece, case pole, stuffing-box with sea cast-iron pipes, will stand, as they are not damaged at all of consequence. The main rod must be changed, but we shall be able to make part of that available, as it appears to be tolerably good. We have been able also to fix our new shears, &c., so that we are perfectly secure as far as these materials may concern the works, so I hope we shall be able to make the clearance again about the middle of this month, when our pit-work will be in such a state as to allow us to get to the 234 *vara* cross-cut without much difficulty. In San Diego we have not done any thing for the month.

In San Vicente we have only been making some repairs in the San Abram level, and the winze below San Abram level, thirty-eight *vara* south of cross-cut, which are now complete for the present. The water is now at about four *varas* below the Esperanza level, which level we find to be broken, but not very bad; but we cannot examine it by reason of stuff having been brought down by the water, which has choked the passage from San Vicente to Zapopa, nor shall we be able to do much to it until we resume the clearance at Guadalupe, as the water will be high during the stop to fix the lift. In Zapopa we have finished the repairs in San Abram level for the present. We have been able to get at the Esperanza level, which we find to the south of the shaft to be in tolerable good condition, but we cannot resume the work in that place, by reason of the water being dammed between the shaft and the eighty *vara* winze, nor shall we be able to do any thing to the clearing of it until after the work is complete in Guadalupe shaft, and the water in fork again to where it is now in the twenty-five *vara* winze south, below San Abram. We have been able to do but very little, as we have got down into stagnant water. In the forty-two *vara* and fifty-seven *vara*, ditto. We are also in water in old workings, nor shall we be able to do much in these until the twenty-five *vara* winze be holed to the Esperanza level.

## N. NICROLLS.

**Casa Nueva, Feb. 8.**—I have the pleasure to submit to you a statement respecting the mines of this district during the past month; at the same time, I have the satisfaction of being able to refer you to some new discoveries. In the Gallega, the rise of the Buen Saucos, 1 and 2, continue to afford good fruits; the former gave 210 *cargas* in four and a half *varas* drift, and the latter, in two *varas*, gave fifty-three *cargas*. The end at Buen Saucos to the east has also continued productive; from six *varas* driven were extracted 593 *cargas* of ores; and from that to the west 135 *cargas*, in four *varas* drift. Hence, in sixteen and a half *varas* in this point of the mine, driven in rises and levels, 687 *cargas* were raised, being equal nearly to eight *cargas* per cubic *vara*. The character of the vein is very flattering, and gives great promise of good ores.

In the level of Guadalupe, ten *varas* more towards the east of the winze of La Fleza, a rise was commenced to inspect the vein; where, from the first few *varas*, we found good ores, and the body of the vein very wide; but at

the end of the month the azogue was exhausted, and the work was suspended. Extracted from six and a half *varas* seventy *cargas*. The high winze of Guadalupe, at the end of the month, communicated with the working of the level of Esperanza. We penetrated in that quarter, in all, nine and a half *varas*; and there remains for extraction some very good fruits on both sides of the winze: during the month drove five *varas*, and raised 126 *cargas*.

In the end of San Clemente, to the west, a fissure dislocated the vein, which we have now again to seek; but as it became latterly very poor, although we shall again meet with it on the other side, I have no great expectation of its production. Drove two and a quarter *varas*, and extracted thirty-seven *cargas*.

The end to the east in the plan of La Cruz has continued in good ore. The five *varas* we advanced in the month produced 212 *cargas*, equal to eight *cargas* per cubic *vara*. The vein is composed of quartz, silver, ore, and blende. At the end of the month we suspended the driving of the winze of San Clemente, in consequence of the poverty of the vein. Three *varas* were sunk during the month, from which were forty-seven *cargas* of ores. The vein has directed itself into various branches: it is about four *varas* in width, and is composed of threads of quartz, coarse iron pyrites, a little ore, and green stone.

The winze of San Juan continues on a very hard vein, composed of quartz, calcareous spar, and strings of ore—extracted 104 *cargas* from three *varas* and a half driven. Behind the end at La Cruz, to the east, there remain good fruits, and we have sunk a winze in the bottom, calling it winze two of La Cruz. We penetrated one *vara*, and raised 100 *cargas* of very good ore. I have now nothing to add respecting the tutwork.

**Mine of Macias.**—The tutwork of San Rafael was the only one worked in this mine. Drove five and a quarter *varas*, and raised seventy-six *cargas* of ores. We have now finished repairing the galera, and strengthened the timbering for the shaft. The expenses will, therefore, be less in this mine than they have been for some months past. Expended \$1991.

**Tiro General Concepcion.**—The drainage has been the only object during the past month. One timberman has been employed in the footway of Concepcion. FERNANDO SCHUCHARDT.

## REAL DEL MONTE MINING COMPANY.

**Mineral del Monte, March 5.**—Terreros shaft is now down to a sufficient depth for the bearers and cistern below the proposed new level under the San Miguel, or 142 *vara* level, but as the new pit-work is not yet arrived from England for the new lift, we shall continue to sink until their arrival at Vera Cruz, when we shall commence to cut the ground for the bearers and cistern as soon as possible.

The San Miguel, or 142 *vara* level, driving west of Terreros shaft, continues much the same with regard to ores, producing about eight bags of smelting ores and sixteen bags of azogue ore per week, but the ground appears a little more favourable for driving. In the cross-cut, south of San Miguel plat at Terreros, which was commenced on the 25th January, the ground is soft, and on Monday the 29th of February last cut a large stream of water in the end, although it does not appear to increase much on the engine, as the water that was formerly coming out of the south part of the shaft at the Cooper level is now gone, and the water is less in the San Miguel level, west of shaft. The Esperanza, or 118 *vara* level, west of Las Animas winze, is still poor. Last week we communicated to the old level east of Guadalupe, and find it all in ruins, and think it much better to continue to drive the new level on the north part of the vein, than go on with the south, until we find it in a more secure state. In the San Line, or ninety-five *vara* level, clearing west of Las Animas winze, as far as we are gone the lode is worked out, and the old workings all full of attle, &c. On the 2nd inst. we commenced to drive east of Las Animas winze at the ninety-five *vara* level; this place contains azogue ores. The San Eduardo winze, sinking below the Asuncion level, fifteen *varas* east of Las Animas winze, has rather improved in the last two *varas* sinking; the vein is larger, and the azogue ores of better quality. The San Miguel, or 142 *vara* level, driving east of Santa Teresa shaft, is poor. The level driving west of Santa Teresa winze is thirteen and a half *varas* below the Esperanza, or 118 *vara* level; is gone through a good piece of ore ground. We expect to communicate to the Rosario winze by the end of the present week. The end east of the above winze is also in azogue ores, but the ground is hard. In the sixty-eight *vara* level, west of San Cayetano shaft, driving west of cross-cut on the Tapano vein, the ground is favourable to some azogue ores. The Esperanza, or 137 *vara* level, driving east of San Cayetano shaft, the ground is hard, but the lode is promising, with some stones of good ore in the end. In the Jubileo, or 116 *vara* level, driving west of old sump winze, the lode is much the same as for some time past, with favourable ground. The Diagonal shaft at Dolores, sinking below the Jubileo, or 116 *vara* level, the ground is still hard without ores. In the two last months the sinking has been nearly seven-eighths of a *vara* per week, and the shaft is now about sixteen *varas* below the level of the bottoms. The 197 upper *vara* level, east of San Vicente old shaft, continues in favourable ground, and a large lode, since the communication of the rise above adit to the 197 *vara* level. Timbermen have been employed in securing the adit east towards San Ramon. The clearing and securing Guadalupe shaft below the adit is going on very well; the south side and west end are at present firm, and have been so for some *varas* above, where the corners are taken up by strong timber, but the east end and north side are in attle. The second twenty *varas* to clear and secure, were last week at ninety dollars per *vara*. The house water level driving from the new pool between Santa Teresa shaft and Terreros, the greater part of the barreteros have been employed in working in the back of the San Miguel level, east and west of Rosario winze, where the lode is large, and produces a good quantity of azogue ores, with some smelting ores. The remainder of the barreteros have been employed east and west of Las Animas winze above the Esperanza level, where there is still much azogue to be broken, with a little smelting ores. We propose next week to make a trial of sinking under the Esperanza level near Las Animas winze, but we do not know whether the water will yet allow it. JAMES HOSKING.

## PADSTOW BREAKWATER, AND PLYMOUTH AND PADSTOW RAILWAY COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—In answer to some observations against the above important project, which appeared in your paper of the 21st, and signed George Ross, I must beg your indulgence to insert the following.

It is stated that Mr. George Rennie retired from the above company in consequence of his having sent some person down to Padstow, who returned with an unfavourable opinion as to the formation of a safe harbour and breakwater at that port, and this Mr. Ross asserts from his own knowledge of the facts. Now really, Sir, such broad assertions ought not to have been made, particularly as there is not the slightest foundation of truth in them.

I accompanied Mr. Rennie's *locum tenens*, who assisted in drawing up the report, "signed by the engineer, surveyor, and secretary," and so satisfied was Mr. George Rennie with the information given upon the subject, together with the various charts and maps submitted to him, that he immediately signed the report alluded to by Mr. Ross, which has now for some time been laid before the public, and is at the present moment engineer to the company.

But, Sir, "the truth will out," and there is no disguising a matter of so much importance. That Tremouth, lying between Bude and Boss Castle (strong examples of the fatal effects of the ground sea), upon a rocky coast, so many miles to the leeward of the Channel course, unprotected from the ocean, and consequently open to the ground sea, without backwater to cleanse the harbour when constructed, would never have been selected as a safe resort for vessels, had not private interest been its chief promoter; and I may here return Mr. Ross his own words, "a wilder scheme" was never thought of.

Now, Sir, the only objection to the Padstow breakwater, and one of entire speculation, is, that by knocking away the head of the Doom Bar, sand will not find its way into the river Camel. I would only say that this did not escape our notice; and upon a minute investigation of the river, it was the general opinion that sand would still find its way into the harbour, though that dreadful enemy to life and property, the Doom Bar, was removed. Is it possible that 30,000 tons of sand carried annually upon the Bodmin railway should be raised as an objection to Padstow being made a safe harbour? 'Tis monstrous, and particularly so when it is considered that there are thousands of acres of sand to a great depth, almost at the edge of her rails; but their fears are groundless; they have, and will continue to have, far more sand than can possibly be made use of.

I answer Mr. Ross that it is close to Hell-bay, where sand always will accumulate in enormous quantities, and upon this "fatal sand-bank, studded with the masts of vessels," and forming the grave of so many of our fellow-creatures, that we intend to raise our breakwater. Could any place be better selected for a work of so great utility, or so easily to be completed—the stones forming the breakwater having their resting-place below the sand, this very bank will form one of the finest protections and fore-shores to the work that can possibly be obtained, and part of the bar removed by the action of the 4000 acres of the backwater. Padstow will have a true sailing wind into, I may say, the finest and safest harbour in Cornwall, for vessels of any size, at any state of the tide.

I shall only add, that it is a matter of great regret that the Padstow railway and breakwater is not now before Parliament, when its merits, and those of Tremouth, might be mutually weighed together. In Cornwall there is but one opinion as to the result. Next session, however, Mr. Ross promises to give us that opportunity, and I am sure he will find that we have not promised too much, or uttered one word in our report that cannot be most fully substantiated.

A petition has been sent to London, signed by 170 persons at Padstow, as to the comparative merits of the Padstow and Tremouth Harbours, and confirmatory of what has been said.

We stated truly that the Tremouth railway had Landceston and no other market town. What signifies what that company intend doing next year, we speak of facts, and I think they had better join us at Davistow, and save themselves the trouble of extending their lines, as it is by no means certain that we shall stop at Saltash, although every facility is there afforded by a quick, cheap, and easy communication with Plymouth and Devonport market from that port.

For other particulars, as to the beneficial results of the Padstow railway, I beg leave to refer you to the report submitted to the Provisional Committee of the Padstow Breakwater and Plymouth and Padstow Railway Company. I remain, most obediently, WILLIAM BARNES.

London, May 24, 3, Church-court, Ironmonger-lane.

## MINING TECHNICALITIES.

## "PRODUCE AND STANDARD" OF COPPER.

The numerous technical terms and modes of expression which so frequently occur in science and the mechanical arts, especially in the latter, are a source of much difficulty and embarrassment to those who, with limited time and means of information, are desirous of acquiring a general acquaintance only with subjects of this nature.

This difficulty is peculiarly felt in mining, as, besides the numerous technical terms peculiar to the art itself, and which vary considerably in different mineral districts, mining, in its more comprehensive sense, employs many others, borrowed from mineralogy, geology, chemistry, and mechanics. In former numbers of the *Mining Journal* a copious glossary has been given of the most usual terms employed in mining, which will be found of great service in removing difficulties of this nature.

There are, however, some expressions which, from the queries of correspondents, appear to require a more full and detailed explanation than can be given in the form of a glossary, and which cannot, perhaps, be well understood by those not conversant with the subject, without briefly entering into the circumstances and transactions in which they originate. Such may be, in Cornwall, the terms, "standard," "produce," and some others of a similar nature, the meaning of which will be explained in the present or future numbers of the *Mining Journal*.

It need hardly be observed, that the raising and smelting of the copper ore of Cornwall are conducted by distinct parties, the business of the miner ending when the ore has passed through the various operations comprehended under the term "dressing," by which a considerable portion of the earthy matter adhering to it, when extracted from the mine, is entirely separated; and, consequently, its bulk much lessened, and its metallic riches concentrated in proportion. In this state the "clean ore" being ready for the furnace, is sold to the smelting companies; and it is in effecting this transfer that the terms "produce" and "standard" are chiefly used.

The "produce" of copper ore is the term used to express the quantity, or rather the proportion, of the pure metal which is contained in any given parcel of ore. It is always calculated as so many parts of metal in 100 parts of ore; and, for the sake of greater exactness, is taken to quarters and to eighths of a part, which is the lowest fraction made use of. Thus, a parcel of ore having a produce of 10½, contains ten and five eighths per cent. of fine copper, being rather above the general average of the copper ores of Cornwall.

On the general richness of these ores, a few observations may not be misplaced. It has been estimated that, taking the whole quantity of copper ore, rich and poor, as raised from the mines, and previous to undergoing any concentration by dressing, the average produce is not more than two per cent. In the state, however, in which these ores are sold to the smelting companies, the produce generally varies from four or five, to fourteen or fifteen per cent., and the average of the whole may be taken at about eight or nine per cent.

Very rich parcels of ore are occasionally produced by some of the mines of Cornwall, and these sometimes yield as much as twenty, and up to that to thirty, per cent. of fine copper of this extraordinary richness, the Levant ores furnish one of the most remarkable examples. Similar rich ores are also produced by many foreign copper mines: parcels of the Chili ores often averaging a produce of twenty or more per cent.

Copper ore of a lower produce than from three to four is not often sold, and, probably, about two and a half may be stated as the *minimum* produce purchased by the smelting companies. Ores of this very low produce, are, however, rather valuable for the purpose of mixing with those of better quality, than for the actual quantity of metal they contain. They are, in fact, little more than mere earthy matter, which, however, may often act very beneficially in the furnace, as a flux to other ores of a different nature.

We now proceed to the term "standard," as applied to the value of copper ore, in its transfer from the miner to the smelter. This term is a customary, but not, perhaps, very intelligible, mode of expressing the price given for a ton of fine copper while existing in the ore; a certain sum being understood to be added to each ton of ore to defray the charge of smelting, by which process the metal is to be obtained. This sum, called the "returning charge," is 2l. 15s. per ton, and being merely a nominal price, never varies. At one period it no doubt coincided with the actual expense of smelting a ton of ore, and both the term standard and the present mode of calculation may at that time have originated.

From what has been stated, it follows that in proportion as the produce of the ore is low, or a greater number of tons of ore are required to yield a ton of fine copper, the oftener the nominal returning charge of 2l. 15s. is introduced into the standard, and the higher the standard becomes. On the other hand, the greater the produce of the ore, the fewer number of tons are required to yield a ton of fine copper, and the returning charge of 2l. 15s. being less frequently repeated, the standard becomes lower in the same proportion.

From the foregoing explanation, the reason of the apparent anomaly of poor ores having a higher standard than richer ones, will no doubt be easily understood, but the mode of computation will be rendered still more obvious by the examples given below. As regards the criterion by which the standard itself is regulated, it need hardly be observed that it depends entirely on the price which fine copper bears in the market, rising and falling in the same proportion.

Supposing the produce of a parcel of ore to be 10, and the price at which it is sold to a smelting company to be 8l. 18s., the standard of that parcel will be thus obtained:—

Ten tons of the ore will be required to yield one ton of fine copper, therefore 8l. 18s. x 10 = 89l., will be the value of the ore containing a ton of metal.

For the same reason the returning charge, 2l. 15s., must be multiplied by 10, making 27l. 10s., which, added to the former sum of 89l., makes 116l. 10s. being the standard of that parcel.

If we take another parcel, having a lower produce, say only four, and with a correspondingly low price, or 2l. 19s. per ton, the standard will be much higher, thus:—Twenty-five tons of ore will be required to yield one ton of fine copper, therefore 2l. 19s. x 25 = 73l. 15s., or the value of a mass of ore containing one ton of copper.

The returning charge, or 2l. 15s., must also, in this case, be multiplied by 25, making 68l. 15s., and the two sums added together, give 142l. 10s. as the standard.

**WALLSEND.**—Wallsend, so called, as being the spot where the celebrated wall of Severus terminated on the northern bank of the Tyne, a few miles below Newcastle, has, in modern times, been chiefly known as the site of a colliery yielding the most valuable description of coal. So important, indeed, is the appellation in the market, that although the high main seam, which afforded the original coal, has long been worked out, the designation has not only continued to be applied to some one or other sort, as the best, but to several sorts which the dealers wish to recommend.—*History of Fossil Fuel.*

**IRISH JOINT STOCK BANKS.**—There are eight joint stock banking establishments in Ireland, namely, the Hibernian, in Dublin, with 225 partners; the Northern, at Belfast, with nine branches in other towns, having 208 partners; the Provincial, at Cork, with thirty-two branches in other towns, having 644 partners; the Belfast, at Belfast, with nine branches in other towns, having 292 partners; the Agricultural and Commercial, at Nenagh, with twenty-six branches in other towns, having 2170 partners; the National, at Carrick-on-Suir, with nineteen branches in other towns, having 250 partners; the Limerick National, at Limerick, with branches at Charleville and Kilsrush, having 523 partners; and the Ulster, at Belfast, having 117 partners.

LIGHTING OF MINES.

The following is the copy of a petition from Mr. DAVID BOOTH, lately presented to the House of Commons by Mr. Pease, respecting an improved method of lighting mines. The petition, we understand, was favourably received; and we sincerely hope the petitioner, and every other person who may contribute to improvements in this branch of practical mining, may meet with due and liberal encouragement.

TO THE HONOURABLE THE COMMONS OF THE UNITED KINGDOM OF GREAT BRITAIN AND IRELAND, IN PARLIAMENT ASSEMBLED. The Petition of DAVID BOOTH, of Charlotte-street, Bloomsbury, Humbly sheweth,

That your petitioner has long been anxious to devise such means as might not only render more profitable the working of coal mines in the United Kingdom, but also protect the lives of the miners from those awful calamities which frequently destroy so many of his fellow-subjects.

That your petitioner has observed, with great satisfaction, that the attention of your honourable House has been specifically directed to this very important subject.

That your petitioner begs to suggest to your honourable House the propriety and necessity of continuing its attention to this question, on the grounds of humanity, as well as of commercial expediency.

That, as the results of the investigations of your petitioner, he has brought before the public a plan for the better and more safe working of coal mines, which may be described as follows:—

It is proposed to fix a cast-iron tube, leading from the surface to the bottom of the pit, through the downcast shaft, and to make it pass under the pavement of the mine, in any direction, and to any distance, that may be required. This tube, open at top, and having a gas-pipe inserted, may be called the feeding-main; another cast-iron tube, carried along the roof of the pit, immediately above the feeding-main, and ascending by the upcast shaft to the top, where it is open to the atmosphere, may be called the evacuating-main.

Between these mains, and communicating with each, may be placed any requisite number of guarded glass lamps, having burners supplied with air and gas (regulated by means of stop-cocks) solely from the feeding-main; and conveying the products of their combustion, to the outward atmosphere, through the evacuating-main. The lighting of those insulated lamps may be accomplished without exposure, by one or other of the sorts of matches called lucifers, euyprions, &c., acted upon by means of a wire passing through an air-tight aperture. Each lamp may be separately extinguished and unscrewed from the mains, so as to be cleaned when necessary, while the others are left burning.

For working in narrow excavations, a moveable lamp may be supplied with air from the nearest part of the feeding-main, by means of a flexible tube (similar to that of a beer-engine) furnished with screws and stop-cocks, so as to be lengthened by additional pieces, or shifted to other stations at pleasure.

From the required length and flexibility of this air-tube, it might be difficult to insert a gas-pipe, and possibly oil only could be burnt. The distance, too, to which the lamp would, in some cases, need to be carried, might render it impracticable to convey the produce of the combustion to the evacuating-main; but, nevertheless, it is presumed that the lamp might be made perfectly safe—in the first place, by having the chimney of sufficient length to prevent the possible egress of the flame; and, secondly, by providing that the heated vapour, before mingling with the atmosphere of the mine, should have to pass through small holes, similar to those in the rose of a watering-pot, and which holes might be lengthened into recurved tubes, or even passed through water, if found necessary. The inflammable gas of mines, if it enter the Davy-lamp, must be carried along with the current that supplies the flame, and would not readily pass into this insulated lamp, the current of which would always press onwards. The number of such moveable lamps must vary with circumstances; but the distance to which they would need to be carried would be less in proportion to the vividness of their light.

Your petitioner is aware that the preceding is merely a sketch of a general principle, which would require to be modified according to particular circumstances. He acknowledges, too, that, in many cases, its adoption would lead to much expense; but, as a counterpart to this, may be placed the annual saving, from premature destruction, of a great number of valuable human lives.

Your petitioner, therefore, humbly prays, that your honourable House will, in such time and way as in your wisdom may seem best, resume the consideration of the lamentable accidents constantly occurring in the mines of this country, and grant your petitioner an opportunity of demonstrating the merits of his plans, which he has already had the honour of describing to several members of your honourable House, as well as of the other House of Parliament.

And your petitioner will ever pray.

FROM THE LONDON GAZETTE.

Tuesday, May 24.

PARTNERSHIPS DISSOLVED.

A. Pinder and J. Hunter, Preston, Lancashire, brick-makers—Reay and Robson, Claxburgh, Durham, ship-builders—Munday and Turner, Oxford, printers—T. Ashworth and J. Barlow, Bury, Lancashire, licensed to post-horses—Jeppons and Co., Meay, Yorkshire, glass-bottle-manufacturers; as far as regards J. Winter-Burnton and Son, Watlington, Lancashire, various manufacturers—J. Bedford and G. Bartlett, East Northcote, Devonshire, brewers—R. Roberts and J. Chaloner, Wrexham, Denbighshire, ironmongers—Higgins and Wood, Holmfirth, Yorkshire, carpenters, Denbigh, Bentons, and Co., Snow-hill, coffin-furniture-manufacturers—Bower and Cooper, Wilmington-square, Pentonville, and Cooper and Bower, Baker-street, Lloyd-square, Pentonville, surgeons—J. R. and H. M. Stebbing, Southampton, opticians—W. Kent and W. E. Kroyd, Tyers-gateway, leather-dressers—T. H. Edwards and G. S. Dainty, Southampton, attornies—P. A. and C. T. Morley, Birmingham, joiners—M. and H. Peel, Bury, Lancashire, ironmongers—J. Burton, Bristol, and J. Slattery, Waterford, Ireland, pig-dealers—Ryley and Ertvin, King's Lynn, Norfolk, linen-drappers—Wylde and Gough, Maclefield, linen-drappers—G. Hoadley, G. Lister, J. Morton, and J. Handforth, Bradford, Yorkshire, machine-makers; as far as regards G. Lister—H. Jones and E. Roberts, Liverpool, corn-merchants—Almond and Co., Preston, Lancashire, provision-dealers—J. Jacobs and Son, Kingston-upon-Hull and Scarborough, Jewellers—Miller, Ritchie, and Co., Calcutta, East India agents, as far as regards J. Ritchie—Craik and Hannay, Newton Stewart, drapers.

BANKRUPTCY ANNULLED.

Samuel and John Smith, Nottingham, brick-makers.

BANKRUPTCY SUPERSUED.

Edward Clarke and Abraham Deacon, Goswell-street, drapers.

BANKRUPTS.

John Hagger, Richmond, Surrey, cordwainer, to surrender June 7, at twelve o'clock, July 5, at eleven, at the Bankrupts' Court, solicitor, Mr. Bartholomew Red Lion-street, Clerkenwell; official assignee, Mr. Clark, St. Swin's-lane, King William-street.

James Palmer, Sydney-street, Mile-end, carpenter, May 31, at half-past eleven, July 5, at eleven, at the Bankrupts' Court, solicitors, Messrs. Mitchell and Hill, New London-street, Fenchurch-street; official assignee, Mr. Alsager, King's Arms-buildings, Cornhill.

Joseph Potts, Congleton, Cheshire, tailor, June 6, July 5, at ten, at the Commissioners' Rooms, Manchester; solicitors, Messrs. Milne, Parry, Milne, and Morris, Temple.

George Wootton, Redbourne, Lincolnshire, coal-dealer, June 12, July 5, at eleven, at the Lion Hotel, Glamford Briggs; solicitors, Messrs. Dynelley, Coverdale, and Lee, Field-court, Gray's-inn.

Kitty Shaw, Lane-end, Staffordshire, manufacturers of china, June 7, July 5, at eleven, at the Union Hotel, Lane-end; solicitor, Mr. Young, Lane-end.

DIVIDENDS.

June 14, J. Goodwin, Llanilwchair, Montgomeryshire, fannel-merchant—June 14, R. Jellicoe, Turnwheel-lane, Dogvate-hill, merchant—June 16, R. Wilson, Stoke-upon-Trent and Stone, Staffordshire, merchant—June 16, T. I. Dimsdale, Trinity-square, Tower Hamlets, corn-factor—June 14, G. Cooper, Barbican, vicar—June 17, J. Richardson and T. Want, Barbican, builders—June 15, T. P. Dunne, Cain's-cross, near Stroud, Gloucestershire, wood-merchant—June 15, R. Moline, Hillier-lane, merchant—June 15, W. and C. Beaumont, Thames-dock, D. B. Millers—June 16, E. Wilson, Lower Thames-street, chesemonger—June 16, H. Eaton, Nottingham, hosier—June 15, W. Henderson, West Bromwich, Staffordshire, ironmaster—June 14, J. Reeves, West Bromwich, Staffordshire, coach-staff—June 6, T. Hinde, Liverpool, merchant.

CERTIFICATES to be granted, unless cause be shown to the contrary on or before June 14.

T. F. Staple, High-street, Southwark, oilman—W. Batchelor, Portsmouth, grocer—A. Carter, City-road, iron-merchant—S. B. Whitty, Axminster, Devonshire, carpet-manufacturer.

Friday, May 27.

PARTNERSHIPS DISSOLVED.

S. Bridge, E. Bridge, and M. Bridge, Marple, Cheshire, drapers—J. Lush and J. Powell, Warrington, Wiltshire, druggists—J. Sherwood and W. Bourne, Birmingham, tube-makers—G. Lewinson and G. L. Bolianny, Oxford-street, chemists—H. Talbot, sea, G. Talbot, jun., H. Talbot, jun., C. Talbot, and F. Talbot, Kidderminster, as far as regards H. Talbot, sea—T. Ainsworth, T. Taylor, and T. Taylor, jun., Low Bensham, Durham, earthenware-manufacturers, as far as regards T. Ainsworth—J. Fairbank and J. Wood, Birstall, Yorkshire, worsted-spinners—W. Higgins and J. C. Street—J. Pyle, J. Law, S. Bascraft, and T. Scott, Barnstable, Devonshire, bankers—W. Morley and J. Pople, Barton-upon-Humber, Lincolnshire, miners—J. Caffrey and H. Barker, Warwick-street, Golden-square, tailors—T. Norris, W. Norris, and J. Norris, Leamington Priors, Warwickshire, brewers—G. Pile and W. Stone, Bishopsgate-street, wine-merchants.

BANKRUPTS.

John Henry Shelton, Finsbury, Manchester-warehouseman, to surrender June 7, July 5, at the Bankrupts' Court, solicitors, Messrs. Street and Gilbert, Philip-lane; official assignee, Mr. Lackington, Basinghall-street.

John Sims and Edward Sims, Stroud, Gloucestershire, common brewers, June 7, July 5, at the Bankrupts' Court, solicitors, Messrs. Swain, Stevens, and Co., Frederick's-place, Old Jewry; official assignee, Mr. Whitmore, Basinghall-street.

John Klymer, Leamington Priors, Warwickshire, official assignee, Mr. Albott.

Edward Staples, Castle-street East, Oxford-street, oilman, June 8, July 5, at the Bankrupts' Court, solicitor, Mr. Davies, Palace-place, Temple; official assignee, Mr. Pennell.

John Cosgrove, Raven-row, Mile-end Old Town, rope-maker, June 8, July 8, at the Bankrupts' Court, solicitors, Messrs. Dunn, Wordworth, and Dunn, Threadneedle-street; official assignee, Mr. Edwards, Palace-lane.

William Chiffey, Wood Ditton, Cambridgeshire, horse-dealer, June 7, July 8, at the Bankrupts' Court, solicitor, Mr. Carlton, Chancery-lane; official assignee, Mr. Alsager, King's Arms-buildings, Cornhill.

William Pacey, Rayleigh, Essex, draper, June 7, July 8, at the Bankrupts' Court, solicitors, Messrs. Harwick and Davidson, Lawrence-lane, Chancery; official assignee, Mr. Gibson, Basinghall-street.

William Pickles, Blackburn, linen-draper, June 10, July 8, at the Commissioners' Rooms, Manchester, solicitors, Messrs. Atkinson, Birch, and Saunders, Manchester, and Messrs. Maxinon and Sanders, Elm-court, Temple.

John Blyth, Langham, Essex, miller, May 30, July 8, at the Red Lion Inn, Colchester. Solicitors, Mr. Foster, jun., Cambridge; and Mr. Foster, Sergeant's Inn, Fleet-street.

J. Sharp, sen., Leamington Priors, Warwickshire, printer, June 14, July 8, at the Bath Hotel, Leamington Priors. Solicitors, Messrs. Patterson, Russell, and Tomkins, Leamington Priors; and Messrs. Rickards and Walker, Lincoln's Inn-fields.

DIVIDENDS.

June 20, J. Leonard, Rugby, Staffordshire, bookseller—June 20, J. Wright, Staveley, Derbyshire, brush-manufacturer—June 20, I. Levy, Old Broad-street, merchant—June 20, W. Miles, West Ham, Essex, cattle-salesman—June 17, C. Starling, Knightwick, Worcestershire, miller—June 17, W. Shuck, jun., Worcester, glove manufacturer—June 10, W. Landray, Lyme Regis, printer—June 18, R. Hutton, Leeds, linen-draper—June 21, R. Turner, Oltherton, Nottinghamshire, farmer—June 20, H. C. Watkins, Pendleton, Lancashire, brewer—June 20, W. Allanson, Manchester, victualler—June 17, C. Jackson, Northwich, Cheshire, boot and shoe dealer—June 18, J. Walker, jun., Wortley, Yorkshire, woollen-cloth manufacturer.

CERTIFICATES to be granted, unless cause be shown to the contrary, on or before June 17.

T. Thomas, Southampton-row, Bloomsbury, wine-merchant—D. Brotherton, Manchester, horse-dealer—J. Lowe, Union-street, Southwark, hat-manufacturer—P. Green, Newton-terrace, Kennington, agent.

COMMERCIAL INTELLIGENCE.

THE COLONIAL MARKETS.—The supply of West India sugar continues very indifferent, the bulk of the arrivals from the Colonies still being kept back by adverse winds; but, notwithstanding, a fair business has been done, at full rates of this day week, and in some instances the importers have succeeded in obtaining an advance, both grocers and refiners, however, purchase very sparingly; the quantity estimated to have been sold during the week is 1000 hds. A parcel of Barbadoes of very fine quality realized 71s., which is better than the prices paid at the former sale, and another parcel of very ordinary sold at 69s., fine Jamaica at 69s., middling bright 65s., middling Demerara 64s. to 65s. The quantity of new sugars reported in the river since this day week is about 2700 hds., some of which are landed. A parcel of new Barbadoes sugar is advertised for sale on Tuesday next, the quantity is about 180 hds.

Mauritius.—We have had no public sales of Mauritius since this day week, but there are two advertised, one for Tuesday next, containing 3000 bags, the other for the following day, containing 1000 bags. The transactions by private contract have been trifling, at previous rates; we have had some large arrivals in the course of the week, amounting in all to about 25,000 bags.

EAST INDIA SUGAR.—The supply of East India sugar has been considerable, but the market is still very scantily supplied, and for the small quantity which is offering, the holders continue to ask the extreme prices of last week.

Refined Sugars.—There has been very little business done in any description of refined goods this week. The demand for shipping goods has been only a limited extent, as well as for grocery descriptions. Parcels of lamps to pass the standard have been taken by the grocers at 80s., large brown lumps were done at 80s. to 81s., single leaves 82s. to 86s., patent Hamburg ditto 84s. to 86s., double refined ditto 86s. to 108s., British molasses 24s. 6d. to 25s., B. P. West India 25s. to 30s. 6d., green bastard sugar 30s. to 30s.

COFFEES.—The market for British plantation coffees has been very quiet all the week, no public sales have taken place since our last, and no purchases worthy of remark have occurred privately. There has been but very little demand from the grocers on account of the large supplies which are near at hand; the prices, however, are the same as those quoted last week. For East India descriptions the business done has been on a limited scale, but prices maintain their firmness.

TEAS.—The free trade sales terminated on Monday, and were throughout attended with more briskness than has been the case for some time past; of the quantity brought forward, amounting to about 43,000 packages, more than three-fourths were sold. Bhoas brought rather higher prices than at the former sale, common Congous went at an improvement of about 1d. per lb., whilst the finer sorts receded about 3d. per lb. Fine Twakeys went at rather lower prices, but the common sorts advanced 1d. per lb. The prices of Hyson were in some instances a shade easier. Imperial and gunpowder sold about their previous value. The market since the sales has presented a healthy appearance, notwithstanding the immense arrivals. There is a considerable demand for Bhoas and common Congous, there also enquiries for Twakeys. This sale will be succeeded by further free trade sales, to the amount of about 36,000 packages, and on the 5th of July about 25,000 packages more are advertised for sale. The East India Company's June sale, which will commence on Wednesday, contains the following assortment:—7310 chests Fokim Bhoas, 31,062 chests Congou, 66 chests flowery Pekoe, 8471 ditto Twakey, 194 chests Hyson skin, and 1572 ditto Hyson.

TALLOW.—The scarcity of all descriptions of fat has occasioned a great demand for tallow on the spot, and prices have improved 6d. to 1d. per cwt., for forward delivery. There has been a considerable business done at the advanced quotation of 46s. per cwt.

METALS.—All kinds of metals have again been in considerable demand, and large sales have been made at the advanced prices. Spelter has sold extensively on speculation at 24s. English tin has also considerably advanced, and secures a good business.

CORN EXCHANGE, MAY 27, 1836.

The arrival of Wheat and Flour this week is very moderate, and the few samples of Wheat that came to hand this morning met a ready sale, at an advance of full 1s. per quarter.

Barley, Beans, and Peas are steady in value, and Oats are taken off rather freely, on somewhat better terms.

In other articles no alteration.

Wheat, ... p. Qr. 40s to 57s Malt, ... p. Qr. 50s to 63s Oats, ... p. Qr. 10s to 23s Rye, ... 30s to 34s Peas, ... 30s to 45s Bran, ... 9s to 10s Barley, ... 28s to 38s Beans, ... 40s to 45s Pollard, ... 14s to 20s Linseed, ... 56s to 70s Coriander Seed, ... new 10s to 14s per Cwt. Ditto Cake, ... 12s per 1000 Clover Seed, ... red 6s to 6s ditto Ditto, ... white 50s to 70s ditto Mustard Seed, ... white 6s to 6s per Bus. Ditto Ditto, ... brown 8s to 10s ditto Carraway Seed, ... 50s to 60s per Cwt.

Flour, per Sack. 43s to 45s Essex & Suffolk, on board, ... 38s to 40s Seconds, ... 40s to 43s Norfolk and stockton, ... 35s to 37s

SMITHFIELD, FRIDAY, MAY 27.

Although there is rather a full market for Beef than otherwise for a Friday, the salesmen have been enabled to keep up their prices fully to Monday's mark; nothing of the best quality being sold under 5s.—Mutton continues at 5s. 2d. for Down and Poiled; and we observe no alteration in trade from our previous reports.

Veal commands, for the best descriptions, full 5s. 4d., and at this price, which is a rise of 4d., there is no want of business.—In Lamb, we find that it is only the delicate qualities that are at all ready in disposal, but they quite fetch 6s. 2d.—5s. is not too much to quote for choice descriptions of Pork.

To sink the offal—per 5lb.

Beef, ... 3s. 4d. 4s. 4d. 5s. 4d. Veal, ... 6s. 6d. 8s. 6d. 9s. 6d. 10s. 6d. Best Down & Poiled Mutton, ... 3s. 2d. Pork, ... 5s. 6d. 6s. 6d. 7s. 6d. Lamb, 5s. 6d. to 6s. 2d.

Head of Cattle this day—Beasts, 777; Sheep, 8,300; Calves, 270; Pigs, 514.

Head of Cattle on Monday—Beasts, 1,859; Sheep, 17,560; Calves, 120; Pigs, 428.

NEWGATE AND LEADENHALL.—By the Carcase.

Beef, ... 3s. 6d. 4s. 6d. 5s. 6d. Veal, ... 3s. 4d. 4s. 4d. 5s. 4d. Mutton, ... 3s. 8d. 4s. 8d. Pork, ... 3s. 4d. 4s. 4d. 5s. 4d. Lamb, 5s. 6d. to 6s. 6d.

SALE OF COPPER ORES AT TRURO.

Sampled May 4, and sold at Pearce's Hotel, Truro, May 19, 1836.

Table with columns: Mine, Tons, Price, Amount. Lists various copper ore sales from mines like Treasvoun, Pow. Con., Wh. Jewel, etc.

TOTAL PRODUCE.

Treasvoun, ... 1360 tons, £9870 0 Carbarack, ... 342 ... £1252 19 0 W. U. Wood, ... 2216 7 0 Pembroke, ... 156 ... 571 13 0 Fowey Consols, ... 2207 8 0 Poldice, ... 129 ... 470 19 0 Wheal Jewel, ... 217 3 0 Hallenboagle, ... 117 ... 4157 1 0

Average Standard, 120s. 4s.—Average Produce, 8.—Average Price, 71s. 11s. 6d.—Quantity of Ore, 2664.—Quantity of Fine Copper, 261 tons, 0 cwt.—Total Amount, 21,561l. 15s. 6d.—Average Standard of last Sale, 123s. 4s.—Produce 48.

Copper Ore for sale Thursday next, at Pearce's Hotel, Truro.—Mines and Parcels.—Consolidated Mines, 1540—Great St. George, 460—Fowey Consols, 514—East Crinias, 236—Wheal Kitty, 26—Wheal Tiddy, 21—North Consols, 18.—Total, 21 cwt., 264.

Copper Ore for sale Thursday week at Burgess's Hotel, Camborne.—Mines and Parcels.—East Crofty, 1000—Dolcoath, 400—United Hills, 300—Wheal Ellen, 220—Fowey Consols, 293—East Pool, 150—Stray Park, 175—North Wheal Bassett, 175—Tincroft, 161—Cook's Kitchen, 136—Polgoze, 82.—Total, 3276.

Copper Ore for sale next Thursday week, at Andrew's Hotel, Redruth. Mines and Parcels.—Binner Downs, 640—Carnarvon Mines, 540—Fowey Consols, 510—Wheal Virgin, 350—Treasvoun, 340—Wheal Tiddy Wood, 260—Great Wheal Fortune, 150—Levern, 180—Wheal Tregon, 137—Copper Bottom, 141—Bodinn, 85—Herriswood, 85—Wheal Berran, 75—Hallenboagle, 55—Harvey's Ore, 50—Wheal Montague, 47—Great Work, 34—Wheal Fortune, 21—Wheal Mary, 14.—Total 21 cwt., 3750.

PURCHASES OF COPPER ORES AT TRURO, MAY 19, 1836.

Table with columns: Purchases, Mine, Tons, Total Tons, Price, Amount, Total Amount. Lists purchases from mines like Carbarack, Poldice, Fowey Consols, etc.

PURCHASES OF COPPER ORES AT SWANSEA, MAY 18, 1836.

Table with columns: Purchases, Mine, Tons, Total Tons, Price, Amount, Total Amount. Lists purchases from mines like Knockmahon, Draywood, Llanberis, etc.

SALE OF COPPER ORE AT TRURO, Sampled May 11, and sold at Pearce's Hotel, Truro, May 26.

Table with columns: Mine, Tons, Price, Amount. Lists various copper ore sales from mines like Consolidated, East Crofty, etc.

TOTAL PRODUCE.

Consolidated, ... 1540 tons, £12482 3 6 Wheal Kitty, ... 26 tons, 391 11 9 Gr. St. George, ... 460 ... 2534 1 6 Wheal Tiddy, ... 21 ... 160 0 6 Fowey Consols, ... 514 ... 2182 2 6 North Consols, ... 18 ... 75 0 0 East Crinias, ... 236 ... 2408 4 6

Average Standard, 124s. 8s.—Average Produce, 79.—Average Price, 71s. 10s.—Quantity of Ore, 2664.—Quantity of Fine Copper, 260 tons, 8 cwt.—Total Amount, 20,229l. 15s. 6d.—Average Standard of last Sale, 126s. 4s.—Produce, 8.

Copper Ore for sale next Thursday, at Burgess's Hotel, Camborne. Mines and Parcels.—East Crofty, 1000—Dolcoath, 400—United Hills, 300—Wheal Ellen, 220—Fowey Consols, 293—East Pool, 150—Stray Park, 175—North Wheal Bassett, 175—Tincroft, 161—Cook's Kitchen, 136—Polgoze, 82.—Total, 3276.

Copper Ore for sale next Thursday week, at Andrew's Hotel, Redruth. Mines and Parcels.—Binner Downs, 640—Carnarvon Mines, 540—Fowey Consols, 510—Wheal Virgin, 350—Treasvoun, 340—Wheal Tiddy Wood, 260—Great Wheal Fortune, 150—Levern, 180—Wheal Tregon, 137—Copper Bottom, 141—Bodinn, 85—Herriswood, 85—Wheal Berran, 75—Hallenboagle, 55—Harvey's Ore, 50—Wheal Montague, 47—Great Work, 34—Wheal Fortune, 21—Wheal Mary, 14.—Total 21 cwt., 3750.

PRICES OF STOCKS.

ENGLISH PUBLIC FUNDS.

Table with columns for Stock Name, Monday, Tuesday, Wednesday, Thursday, Friday. Includes Bank Stock, 3 per Cent. Red. Anns., 3 per Cent. Consols, etc.

BANK OF ENGLAND—TRANSFER BOOKS.

Table with columns for Stock Name, Thursday, June 2, 1836, Thursday, July 14, 1836. Includes 3 per Cent. Consols, New 3 1/2 per Cent., etc.

FOREIGN STOCKS.

Table with columns for Stock Name, Monday, Tuesday, Wednesday, Thursday, Friday. Includes Austrian, 5 per Cent., Belgian, 5 per Cent., Brazilian, etc.

FRENCH FUNDS.

Table with columns for Stock Name, May 18, 1836, May 21, 1836, May 24, 1836, May 27, 1836, May 30, 1836. Includes 5 per Cent. Ann., Ex. on Lond. 1 mth., etc.

IRISH FUNDS.

Table with columns for Stock Name, Monday, Tuesday, Wednesday, Thursday, Friday. Includes Bank Stock, Government Debentures, etc.

AMERICAN FUNDS.

Table with columns for Stock Name, Monday, Tuesday, Wednesday, Thursday, Friday. Includes New York 6 1/2, 5, 4 1/2, etc.

COURSE OF EXCHANGE.

Table with columns for Location, Price per unit, etc. Includes Amsterdam, Ditto at Sight, Rotterdam, etc.

COAL MARKET, LONDON.

Table with columns for Quality, Per Ton, Location. Includes Newcastle, Sunderland, Hartlepool, etc.

PRICES OF SHARES.

BRITISH MINES.

Table with columns for No. of Shares, Amount paid, Price. Includes Albion Copper, Biscoe Bridge, Birmington Park, etc.

FOREIGN MINES.

Table with columns for No. of Shares, Amount paid, Price. Includes 4,000 Alten, 10,000 Anglo Mexican, etc.

RAILWAYS.

Table with columns for No. of Shares, Amount paid, Price. Includes 2,500 Aylesbury, 5,000 Birmingham & Derby, etc.

CANALS.

Table with columns for No. of Shares, Amount paid, Price. Includes 1,700 Ash & Oldh, 1,200 Ashby-de-la-Zech, etc.

DOCKS.

Table with columns for No. of Shares, Amount paid, Price. Includes 2,000 1,000/5 Commr., 408,000 East India, etc.

ASSURANCE COMPANIES.

Table with columns for No. of Shares, Amount paid, Price. Includes 2,000 Albion, 50,000 Alliance Br. & For, etc.

GAS LIGHT AND COKE COMPANIES.

Table with columns for No. of Shares, Amount paid, Price. Includes 10,000 Alliance, 500 Bath, 600 Bradford, etc.

PRICES OF SHARES—continued.

JOINT STOCK BANKS.

Table with columns for No. of Shares, Amount paid, Price. Includes 10,000 Agricult. of Ireland, 5,000 Australasia, etc.

BRIDGES.

Table with columns for No. of Shares, Amount paid, Price. Includes 1,600 Hammermith, 7,231 Southwold, etc.

WATER WORKS.

Table with columns for No. of Shares, Amount paid, Price. Includes 4,800 Birmingham, 121 Colchester, 4,433 East London, etc.

ROADS.

Table with columns for No. of Shares, Amount paid, Price. Includes 533 Archw. & Kent Tn., 300 Barking, etc.

LITERARY INSTITUTIONS.

Table with columns for No. of Shares, Amount paid, Price. Includes 1,000 Lond. with Br. Tek, 1,500 Lond. Univer., etc.

MISCELLANEOUS.

Table with columns for No. of Shares, Amount paid, Price. Includes 10,000 Anglo Mex. Min., 10,000 Australian Agric., etc.

PRICES OF SHARES AT LIVERPOOL.

Table with columns for No. of Shares, Amount paid, Price. Includes Liverpool Coal Gas, Liverpool New Gas & Coke, etc.

PRICES OF SHARES AT BIRMINGHAM.

Table with columns for No. of Shares, Amount paid, Price. Includes Birmingham Banking Co., Bank of Birmingham, etc.

PRICES OF METALS.

Table with columns for Metal Name, Price per unit. Includes Copper, Iron, Tin, etc.

TIDE TABLE.

Table with columns for Time, Location. Includes Morning, Afternoon, etc.

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